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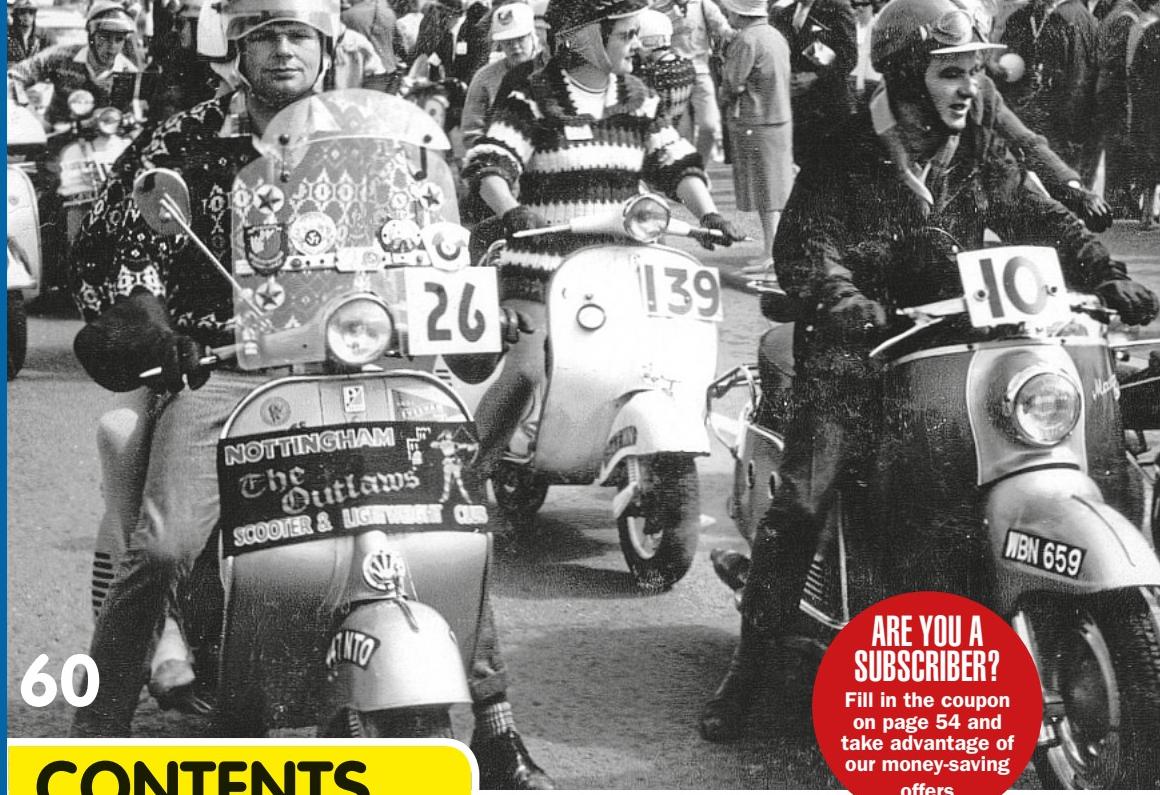
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Gavin Frankland shares some of his memorabilia collection

Thanks to all the 'doers'

I don't know if it's just me, but this year just seems to have shot by – perhaps I've been too busy to notice with all that's been going on in the scooter world. Mind you, with my calendar having been exceptionally busy over the past couple of months this is hardly a surprise. But it's always nice to spend time in the company of fellow scooter enthusiasts, especially ones who are very proactive, particularly when it comes to organising events, or

helping others to do so. I like people who are 'doers', as opposed to the 'gonnas' (gonna do this, gonna do that) and I consider myself fortunate in that most of the people who I've worked and collaborated with over the past couple of months fall in the former category – I hate being let down by people who make broken promises – unless there's a genuine reason for it that is. I'm not going to embarrass anyone by naming them (I know some of them prefer to work in the

background), but I would like to take this opportunity to say what a pleasure it has been in working with the aforementioned 'doers', and I hope there will be many more opportunities to repeat our working partnerships.

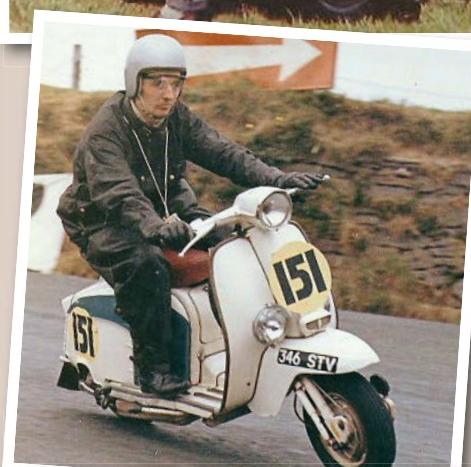
(Blimey, having re-read all of this, it sounds like I'm retiring – but I'm not, so you're stuck with me for the foreseeable future – unless someone knows something I don't).

Mau

Back when we had hair

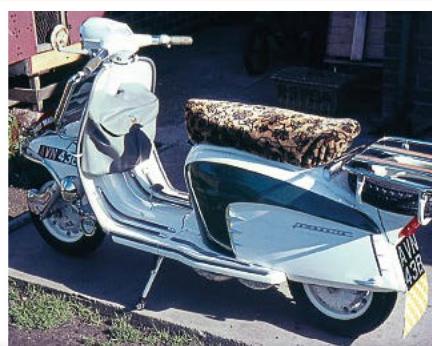
DO YOU HAVE A NOSTALGIC STORY TO TELL, OR AN OLD PICTURE TO SHARE?

✉ Classic Scooterist, PO Box 99, Horncastle, Lincs LN9 6LZ ✉ mauspencer@classicscooterist.com ☎ 01507 529408



GRAHAM STUBBS

Thought you might be interested in the two attached photos (which were taken 44 years apart)! The first rather faded picture is me in 1970 (when I was 16 years old) sitting on my Lambretta TV200; the second picture is me (now 60!) on a very hot day in 2014 – hence the outfit), standing next to my Lambretta Li 150 Silver Special and holding my Horsham Ride-In Motorbike Show 'Best Scooter' trophy.



BRUCE OXLEY

I saw a picture of Paul and Pauline of the Bridlington 59ers on the front cover of *Classic Scooterist* and quickly turning to page 32 brought back very happy memories of my time with the 59ers and the Independents. My first foray into scootering was when I bought Pauline's scooter, UGG 52; I still keep in touch with her (I also used to be on the committee with Paul).

I enjoyed it so much I bought a brand-new Vespa from BS Garages, on Hilderthorpe Road; it cost me £102 on the road. I went all over England and Scotland with the club, travelling many miles, attending several rallies. We used to meet at the Toch H rooms in West Street each Thursday. We had several meeting places when Paul and Pauline formed the Independents.

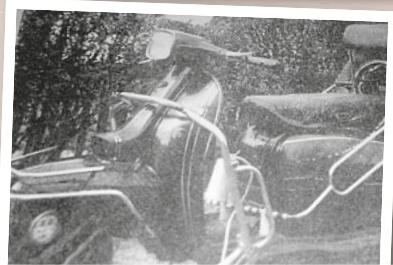
In 1964 I bought a new Lambretta TV200; I had to save up for this one – it was a lot more expensive (£220 with all the accessories). I wonder if either of these are still about.

Happy days!

ALAN COOPER

The Vespa pictured was my first scooter – L-plates were removed within a few days of my 16th birthday in 1959. This was some years before I met the Ronald brothers and got competitive. Do you like the matching seat and bag?

The Lambretta was loaned by John Ronald for the IoM Manx 400 in 1967 – a very different machine from the Vespa!



FRANK AWORTHY

This was my pride and joy in the early Seventies – an Italian GP200 finished in John Player Special black and gold – best time ever!



JOHN SCRUTON

Above: This photo of the Newham Druids Scooter Club, taken in 1968 at St Lawrence Bay near Bradwell-on-Sea, Essex. The photo is courtesy of Keith Tucker, ex Druids, East London Elks, and Epping Forest Rakes. Club members, L-R: Brenda, ?, Carol, Brian, John, Dave, John, Les, Keith, Linda, Peter. The photo was taken by Dot.

Above right: I've also found a photo of me competing in a grass track event. It was taken by a member of Luton Lambretta Scooter club; I recall the meeting was near Hayes, Middlesex. Dave Myers was also racing at the same event, riding a Lambretta GT200 – in fact Dave won his class, beating Arthur Francis and other notables – no mean feat as Dave was relatively new to scootering. I haven't seen any of my fellow club members for over 40 years, though I am in contact with Keith via email.

Right: In this photo, Nick Barnes and Graham Dyer are leading with me second from last, with Dave Myers in the middle.



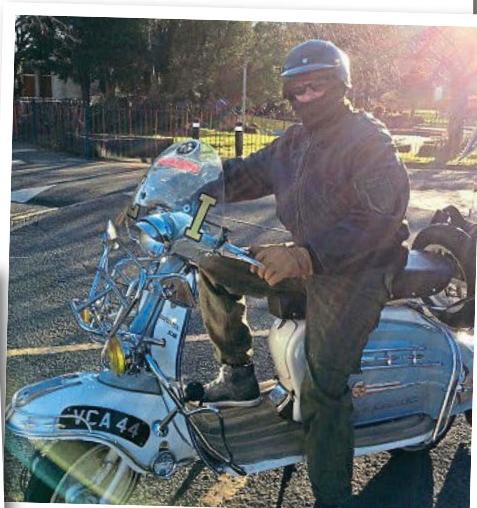
MIKE DURANT

Above: In 1962, at the age of 18 years, I purchased my first Lambretta, a 1960 Li 150 Series 2 in grey/red for the sum of £90. In 1965 I purchased a brand-new Lambretta TV200 in white with blue panels, for

£199.17/6d plus extras. I kept this scooter for about two years and then moved on to cars.

Above right: Many years later, aged 68, my dear wife bought me my own 'time machine'

in the shape of a 1960 Lambretta 125 Li Series 2 which is fantastic and gives me a tremendous amount of pleasure, bringing back some great memories of friends and good times in the early Sixties.



FRANK ALLISON

Here are some pictures of me on scooters during the mid-70s and the 80s. I still ride the Li Series 2 'VCA 44' today.



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Franspeed Super Tourer exhaust



£ various

This latest addition to the Franspeed performance Lambretta exhaust range includes fitments for Series 1 and 2 Lambrettas, as well as a stainless steel version for the Series 3.

The Franspeed Super Tourer is designed to deliver more power and torque at low to mid-range, making it one of their most powerful touring exhausts to date. Featuring a nylon bush mounting to reduce wear and a 3-point rear muffler bracket, it's also supplied with two manifolds (one for standard exhaust manifold cylinders and one for TS1 cylinders).

It's also available for Series 3 Lambrettas in a black or stainless steel finish, and for the Series 1 and 2 models in black.

Info: www.ve-uk.com

New PX electrics

Various new electrical products are now available for Vespa PX 125 scooters. These include a CDI unit, stator plate, and flywheel with starter ring gear. All are specifically made for later models of the PX 125 disc which use different components to earlier models.

Info: www.ve-uk.com



Xapilles SC members at the
2015 Palma Moto Show

UK ex-pat PCJ Fielding
- now living in Mallorca

The Mallorcan Motoshow

Every year thousands of visitors from all over Mallorca and beyond attend the annual Moto Show held near Palma. This happened to tie-in with the recent merger of several Mallorcan-based scooter clubs – including one we recently featured in *Classic Scooterist*: Ruters. Their new name is Xapilles Scooter Club and they didn't miss out on the opportunity to promote themselves at the Moto Show, as the pictures here show. To contact them phone Paul on +0034699852703.



Chalet get-together

A group of mid-60s scooter boys from the Great Yarmouth region met up in May at the Chalet Coffee Bar, Gorleston, to celebrate 50 years of scootering in the area. Although most of them had scooters in about 1964, it wasn't until 1965 that they started meeting at the Chalet. To celebrate the occasion, they gathered for a photoshoot. One of them, Peter Allard, said: "It was especially nice to have Anne Barker of the Chalet Coffee Bar in the photo (she's at the front) who was

serving us there during the 60s and still serves us boys today as the owner of the Chalet." The oldest scooter present at the event was

a 1960 Lambretta LD 125 owned by John Nockolds. The event was organised by Pete Allard and Graham Dallimore.



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SCOOTERAMA!

The Quadrophenia collection

Paul Kelly from Southampton has a unique collection any scooter or Who fan would love to own and display. Paul's interest in all things Quadrophenia began in 1992 when he became close friends with John Davis of Bramley, Basingstoke.

John, as a 19-year-old art student, was inspired by the Who's 1969 Tommy LP to paint pictures relating to songs he'd heard on that album and, with the help of a friend, displaying his art collection. Through this exhibition John was asked if a mutual friend could see the artwork.

John agreed and the following week, to John's amazement, Roger Daltrey turned up. After walking around and viewing the exhibition, Roger was blown away by how the band had been turned into an art form relating to individual songs from the LP. Following a request from Roger, John jumped at the opportunity to show his work to Pete Townshend.

Pete Townshend, in his turn, was amazed in the details and symbolism within John's artwork. Pete explained that the band was producing a book relating to the Who's first 10 years (1965-1975)

and asked John if he'd like to illustrate the book? John agreed and undertook the work. The book was published in 1977, entitled A Decade of The Who.

Sadly, in 2006, John was involved in a serious car accident and died from his injuries the following day. Much to his surprise, Paul Kelly had been made the main beneficiary of John's will, inheriting all the original artwork painted for A Decade of The Who.

PAUL'S COLLECTION

In 2013, Paul signed a contract with The Who's merchandise team and Rock Paper Photos to allow John's artwork to be added to the memorabilia collection available for Who fans (www.rockpaperphoto.com/john-penton-davis).

Also in 2013 Paul had the opportunity to purchase a collection to die for, Three 100% accurate replica Quadrophenia scooters: Jimmy Cooper's scooter, (ridden by Phil Daniels in the film); the 'Ace Face' scooter, (ridden by Sting in the film) and Terry 'Chad' Kennett's scooter (the GS scooter used on the front cover of the LP



Quadrophenia by The Who.

Also forming part of the collection is an original parka used by one of the actors in the film, an original Mod suit used by one of the extras, as well as other clothing related to the Mod era. Other collection items are: a rare, prototype, but never produced Quadrophenia record sleeve, complete with a cube depicting Quadrophenia film pictures. This wasn't used because Polydor looked at the cost of producing a sleeve in a fine glossy finish; the project was scrapped and nearly all copies were destroyed. Paul owns a complete sleeve with cube and envelope.

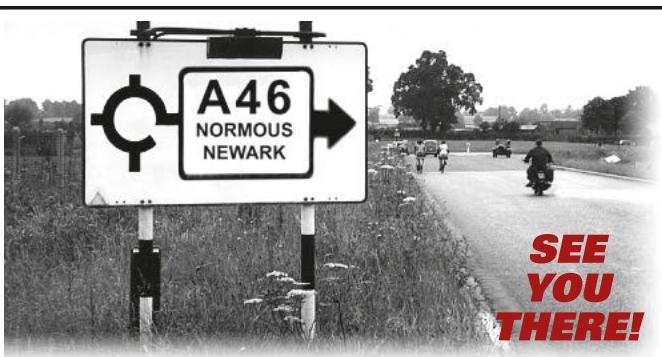
Paul's Quadrophenia scooter collection, memorabilia and artwork can be hired for events and, last year, Paul displayed his collection at The Who's ex-drummer, Kenny Jones' Hurtwood Polo Club Rock 'n' Horsepower event where Kenny once again drummed with the Who. This February, Paul's 'Jimmy' scooter and original parka had a cameo role in a new Alfie Boe video with a special guest appearance featuring Phil Daniels sat on the scooter. In March Paul displayed his collection at The O2 in London as the Who completed their

British tour before embarking on the American tour in the April.

Recently, Paul contacted Robert Schroeder, the owner of a lorry featuring murals based on scenes from Quadrophenia with the intention of jointly displaying both Robert's lorry and Paul's Quadrophenia scooters at the Beaulieu Motor Museum Truck Mania Exhibition.

Paul's big 2015 event happened in June when The Who and guests played at the BST Barclay card concert at Hyde Park on Friday, June 26, when Paul's Quadrophenia collection was displayed in the Quadrophenia VIP area.

If you want to see what Paul does with his collection, displays and pictures of his artwork, then visit his Facebook: www.facebook.com/ADecadeOfTheWho



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York Inset Scooter Club held their annual Mods & Rockers event on April 26, 2015. Called the John Martin Memorial Run, it was started by Councillor Brian Watson and journeyed from the Eye of York to Howe Bridge near Malton. More than 180 scooterists and bikers took part in the run which raised over £900 – of

which £100 was given to the Nepal Earthquake appeal and the remainder to the York Normandy Veterans who were in attendance.

Nick Beilby said the York Inset SC were proud to support the veterans and had raised over £3500 to assist them in returning to Normandy several times for the D-Day celebrations.



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Subway 2 jacket

**PRODUCT
REVIEW**



Reviewer: Mau

I've just got me a Subway – not one of those deliciously filled baguettes – the jacket made by Oxford Products. It's from their 2015 Riderwear range and is ideally suited to be used for commuting to and from work.

The price also means it's not going to break the bank if you're commuting on a budget – but that doesn't mean that its features have been skimped on though; these include CE level protectors fitted to the shoulder, elbow and spine; there are also adjustment points on the arms, cuffs, collar, waist and hips, which meant that pretty quickly, I had it tailored to my somewhat strange shape like a fitted glove; this didn't create any movement restrictions either and I could fully flex my arms and body without any problems.

While we're talking about fitting, there's a size available to suit every shape and size, from S through to 5XL. Other features include a waterproof polyester outer (fitted with reflective components so you can be seen easier) and a removable thermal lining; a storm flap also covers the zipper, giving extra protection from the wind. This weather protection seemed to work on the first day of use, as the weather on my 200 mile round trip was a little

windy, damp and inclement, but I was kept warm and dry inside the jacket. For added protection there's also a connecting zip for trouser bottoms, effectively turning it into a one-piece riding suit. One thing I particularly liked was the arrangement of the pockets – especially the internal mobile phone pocket with a transparent touch screen cover.

Three colour options are available: black, black/flouro, and black/red (my personal choice). All-in-all, the Subway is a good choice option, offering a good level of both comfort and features, at a price that won't break the bank.

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Info: www.lasertools.co.uk
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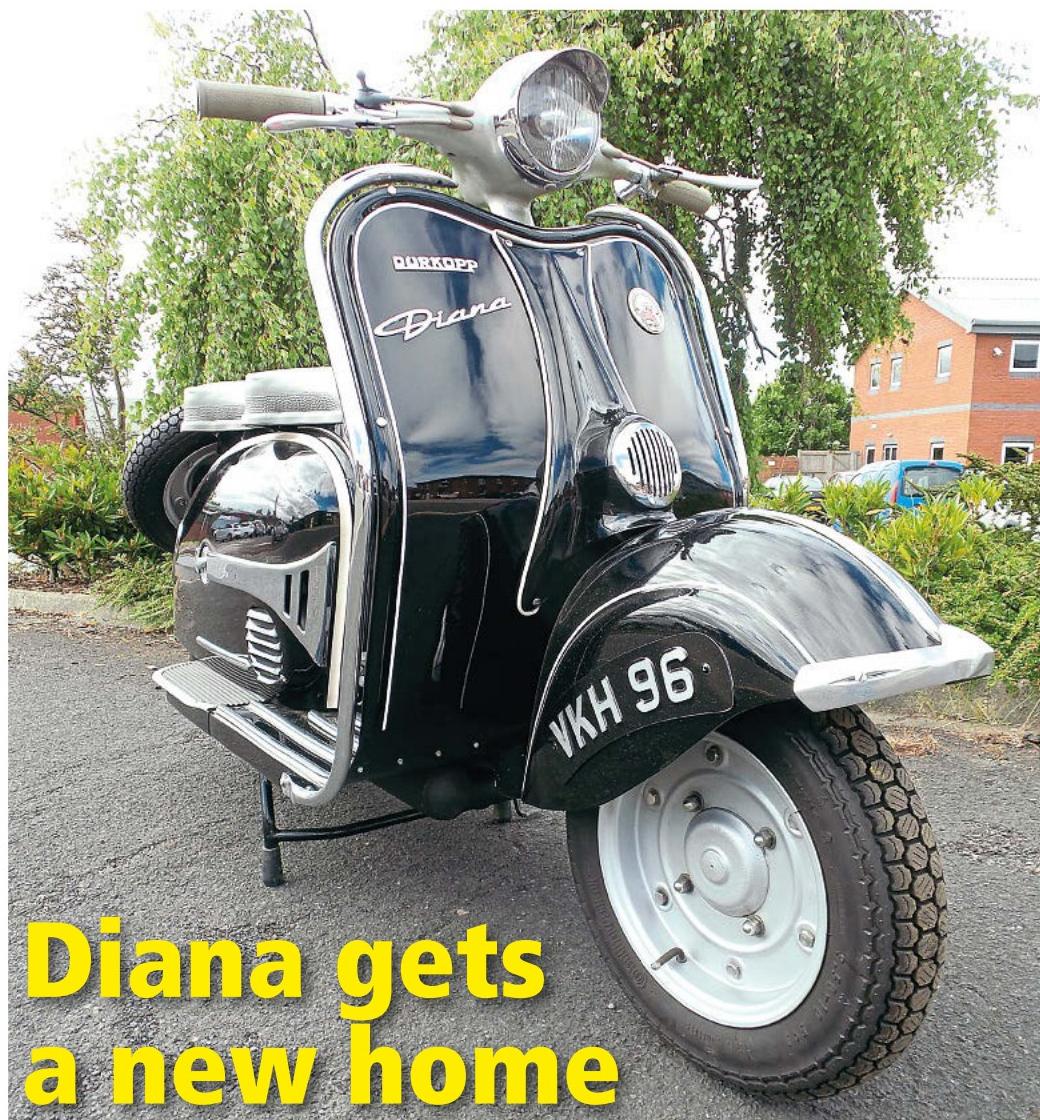
Zurich jacket

£129.99

The Zurich jacket has a waterproof, windproof and breathable drop liner, removable thermal liner and popper and Velcro retained storm flap over the main zip. Fully vented for the warmer days, the Zurich's collar can be held open with the loop and hook system. Velcro adjusters feature at the waist, arms and cuffs, and there are stretch panels at the shoulders. Protection is provided by removable CE-approved armour at shoulders, elbows and back.

The Zurich boasts six external pockets, including two small ones with waterproof zips, and four internal pockets too. Plus a waterproof 'Napoleon' pocket and large rear pocket. It's available in sizes S-5XL, in Black and Black/Stone.

Info: www.thekeycollection.co.uk / 0117 971 9200



Diana gets a new home

Unless you've visited *Classic Scooterist* at our head office in Horncastle, Lincs, you probably wouldn't know that Mortons, our parent company, has a selection of classic bikes housed in the main reception area.

Well, that collection has just expanded with a new acquisition just about ready to join the so far all-motorcycle collection. So let us introduce you to the first scooter to join the collection, our 1950s

Durkopp Diana. For her age, she is in remarkably good condition, having previously been restored to concours condition by scooter enthusiast Martin Plummer, who did a remarkable job on her.

She is currently awaiting a pair of new handle-grips and a good all-round spruce-up before joining the other bikes in our reception area. Why not pop along and see her the next time you're in the Horncastle area.



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Available in sizes S-XXXL, the new Booster Core and Hunt Kevlar hoods are made from heavy duty cotton with Kevlar reinforcements on the shoulders, elbows and back. They feature removable CE armour at the elbows and shoulders and there's a pocket for an optional back protector and removable hood.

The Core hoody is available in a range of colours including black, red, burgundy, green, blue, dark grey, light grey and camo – all priced at £99.99. The Hunt comes in: blue/red check, blue/white check – priced at £114.99 and camo at £124.99.

Info: www.factoryagencies.co.uk / 01749 342491

PX Mod flyscreen

£ ask

This screen features a multi Union Jack pattern, making it the perfect accessory for any Mod themed Vespa PX. Each screen is produced in house by VE (UK) before having the pattern applied, and then hand finished. Additional coloured replacement screen blades in dark smoke, blue smoke, and bronze smoke transparent colours are also available.

Info: www.ve-uk.com

Vespa: The Story of a Cult Classic in Pictures

BOOK
REVIEW

By Gunther Uhlig

Published by Veloce

ISBN 978-1-845847-90-6

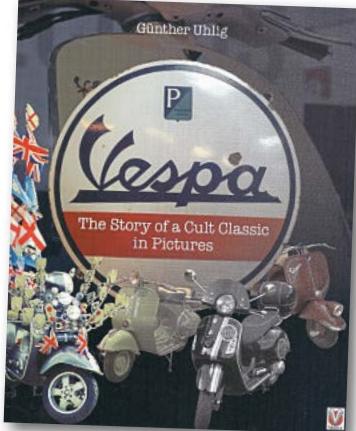
Generalist books on Vespa history (designed to appeal to the relatively unknowledgeable casual or new enthusiast) have emerged in great numbers in the last decade-or-so. This English language edition of a 2014 German book differs from all the others partly (as the title suggests) by being primarily a collection of pictures, and partly through the almost exclusive use of new photographs.

This lack of period imagery – save a few from Pontedera – does at least ensure that some of the duplication rife in other books is avoided. Whether it meets the expectations of purchasers is another matter. This book is taken from a German point of view of both history and the current

scooter scene. This means that the emphasis on which models are important differs notably from a British (or even Italian) perspective, and that any Mod associations are totally ignored. The cover has presumably been reworked for this edition, since it features a GTS bedecked with an absurd amount of lights, mirrors and flags – not at all reflected in the actual content.

Fully 20% of the pages are given over to the ET4 and the current Vespa range – it's difficult to imagine that this is actually what people want to pay money for. But on the credit side, the photography does at least convey some of the 'joie de vivre' of Vespa ownership around the world.

In conclusion, it's difficult to see the appeal of this book to the British market since it's not a work of reference, and does



not really cover any elements of the current scooter scene as applicable to this country. But at least the production values (especially the standards of photography) are quite high, and some new to the scene will get value from their purchase.

A L

GTS MATT BLACK ACCESSORIES

£ various

New for the Vespa GTS range of scooters is a set of matt black accessories. The new range includes front and rear carriers, front bumper bar, and rear crashbars, all produced from mild steel and finished in matt black. All items are supplied with everything needed for fitment.

Info: www.ve-uk.com



What you need to know about the EU

EUR per 1 GBP

27 May 2014 00:00 UTC - 27 May 2015 16:33 UTC
GBP/EUR close:1.40852 low:1.22878 high:1.41687

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SCOOTERAMA!



Prexport Street boots

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With a full-grain leather upper, Texon insole reinforced with a steel blade and composite protectors in the heel and toe, these Street boots combine the protection needed from a motorcycle boot with the fashion of casual footwear. The upper is treated and aged for a vintage look; inside is a fully breathable Airtex membrane, which helps to keep your feet cool and dry. There's padding around the ankle providing extra comfort. They're fastened using laces and a zip and there's a pull tab on the rear, making the Street quick and easy to get on and off. Reflective detailing on the heel is featured for added visibility.

Available in vintage brown or grey in sizes 7-12.

Info: www.thekeycollection.co.uk / 0117 971 9200

Aqua aramid reinforced hoody

£119.99

Oxford Products has launched a hoody with integral aramid reinforcements and removable CE elbow armour, to protect against abrasion and absorb impacts in case of a fall. It features a waterproof membrane and has provision for a back protector – which is available to buy separately. Available in sizes S-4XL.

Info: www.oxprod.com / 01993 862300



Absolutely Scooters

Reviewer: Rich Addison

Jason Frost has been around Lambrettas as long as he can remember, so repairing and rebuilding them to a high standard is something he takes great care in doing.

After working in Wakefield in the early 90s and then establishing SF Enterprises in Sheffield, Jason was joined by paint sprayer Derek Allot and, by 2000, Absolutely Scooters was created. Moving the business to Hillsborough and also selling scooters as well as repairs and rebuilds they must have been hectic days.

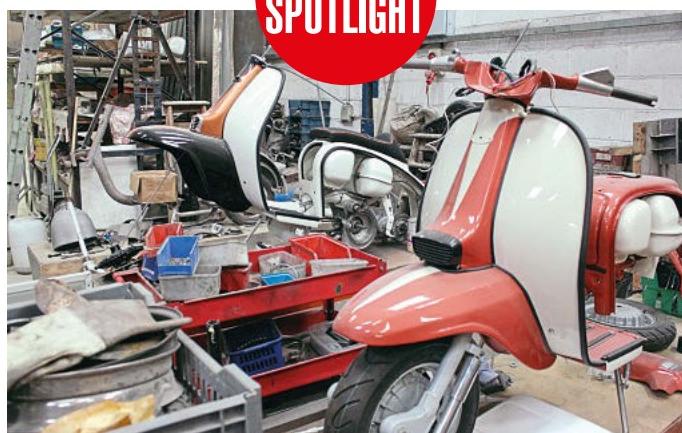
By 2004 (and yet another business move to its present site on Bardwell Road, Sheffield) Jason had been joined by Tony Brady, taking on the paint sprayer role (some of his work has featured in *Classic Scooterist* on scooters Jason has built – and they looked amazing).

Producing everything from standard to street custom ridden scooters, Jason has some brilliant ideas for design and innovation but one I like most is the routing he applies to Lambretta hydraulic front brakes. The usual route for the hose from the master cylinder is directly out the side and into the headset top.

But Jason changes that route completely: take the hose under the master cylinder reservoir and machine the light switch housing to bring the hose entry between the lever and housing. This then takes a route along the throttle rod and into the headset down the frame work behind the horncast – totally hidden and very neat. And he has plenty more little tricks up his sleeve to give each Lambretta



DEALER SPOTLIGHT



that individual touch. Jason likes to promote the community spirit within scootering, so holding a Saturday club each week at the workshop is another way of bringing riders together.

Although it's usually to drink plenty of coffee or eat tons of biscuits, Jason has a few events in the pipeline – one being an auto/scooter jumble, or similar, with a few stalls etc.

Using MB, Scootopia and AF Rayspeed, Jason believes good quality parts are crucial to a rebuild and he tries to stick with UK-based suppliers where possible.

Info: **Absolutely Scooters, Unit A, Graham House, Bardwell Road, Sheffield S3 8AS.**
Phone: (44)0114 2760508
Web: www.absolutelyscooters.com.

Pol jacket

£129.99

As part of its spring/summer collection, Tucano Urbano has introduced the Pol jacket to its range. The outer shell is made with silicon treated cotton canvas – giving the feel of a classic wax cotton without the need to re-wax – and is water repellent. The slim fit waist-length jacket features CE approved D30 armour at the elbows and shoulders and includes a pocket for a back protector. It also features the brand's 'Reflective System insertions' – hi-visibility sections which can be put on show when needed.

The retro style is emphasised by vintage panelling on the shoulders and elbows and is available in brown and toffee colour options. There's a buckle system around the hem, sides and cuffs for adjustability and different sized internal and external pockets. Available in sizes S-3XL.

Info: www.tucanourbano.com/gb/



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SCOOTERAMA!



Weise Atlanta jacket

RRP: £159.99

The Atlanta jacket features a waterproof, windproof and breathable drop lining and thermal quilted liner too. There are waterproof-zipped vents at the chest, sides, back and arms and the collar features a loop and hook system so the wearer can secure it open. Velcro adjusters on the arms, cuffs and at the waist allow for the use of base layers.

There are two external and three internal pockets, a waterproof 'Napoleon' pocket behind the main zip – ideal for wallet or mobile phone – and a rear pocket with side entry. CE-approved armour is fitted at the shoulders, elbows and back as standard. It comes in sizes S-5XL, in Black and Black/Stone.

Info: www.thekeycollection.co.uk / 0117 971 9200

Cooper boots

£139.99

The Cooper boot is a CE approved waterproof trainer styled boot featuring a Drytex waterproof membrane and a full-grain leather upper; there's an anti-bacterial replaceable footbed, padded collar and tongue, reinforced heel and toe areas and TPU moulded plastic ankle protectors. Lace fasteners keep them secure and there's a reflective rear insert for increased visibility.

Available in black and white or anthracite in sizes 36-47. Info: www.factoryagencies.co.uk / 01749 342491



RECORD REVIEW

RELEASED: 15 June 2015

LABEL: DMF RECORDS

CAT NUMBER: DMF101

FORMAT: CD / VINYL / DIGITAL

DISTRIBUTOR: ESSENTIAL MUSIC

Reviewer: Henry Byer

Subculture is The Selecter's third album since the band's re-formation half a decade ago, and like their other two (Made in Britain 2011, String Theory 2013) it still honours the iconic Two-Tone sound, while keeping up to date with modern ska songs written by Black, Hendrickson and Pryzer. The only two songs on this album not written by Pauline Black and Co are See Them a Come by Culture and Because the Night by Bruce Springsteen.

Led by frontwoman Pauline Black, whose recent series of shows on BBC 6 music was well received and whose book Black By Design continues to sell worldwide, The Selecter have headlined hundreds of gigs in Glastonbury, Isle Of Wight and Coachella festivals and performed extensively across the USA, Canada, Australia and New Zealand. Wherever they perform The Selecter never fail to win the audience over to their infectious musical style and message.

The Selecter have always been controversial in their music, addressing issues such as racism, sexism and inequality into their lyrics. Subculture is no exception to this and they discuss modern issues from the situation in the Middle East to the intricacies of sexual politics.

The album kicks-off with Box Fresh a light-hearted ska song about making a brand-new start, and opens the album up nicely. This track is then followed by It Never Worked Out which includes vocals mainly from original member Arthur 'Gaps' Hendrickson.

Hendrickson features extensively throughout the album and particularly on tracks Stone Cold Sober and (perhaps one of the most controversial songs on Subculture) Breakdown; a reggae-heavy track about the number of black deaths that have occurred in police custody. The last minute of the song hears Hendrickson list the names of some of the victims. We can see the band are getting into serious business they and haven't shied away from the sensitive issues faced in the 21st century. Their song Babble

On even questions the religious conflict in Syria.

In a similar fashion to how the Selecter covered Back to Black in Made in Britain, the band have come up with a great version of Springsteen's Because the Night and features passionate vocals by Pauline Black. This track acts as the backbone of the album and begs to be played live.

The album is wrapped-up by the final track Still I Rise, a slower, reggae/electric combination with vocals from both Hendrickson and Black that end the album on a good note.

The Selecter have stuck to their roots in Subculture, creating an album held together by many powerful ska songs and a talented band. Even though the world may have moved on since Two-Tone first arrived on the scene, a lot of the issues still remain the same, especially racism and sexism and The Selecter address this perfectly in Subculture.

For anyone interested in Two-Tone music, I highly recommend Subculture. It stays true to the iconic sound while confronting modern issues to make us both think and importantly dance.

INTERVIEW: PAULINE BLACK ANSWERS QUESTIONS ON SUBCULTURE

How has the reaction to your latest album Subculture been?

Extremely positive. For Prince Fatty to endorse the album with a remix was amazing. We love his work. The album is currently undergoing worldwide distribution, so we are very happy.

How long to record the album?
About nine months

Why make this album now?

To emphasise that racism, sexism, inequality and homophobia are wrong, retrogressive and should be addressed in our songs. Two-Tone is the embodiment of multiculturalism.

What input did the producer have during the process of creating Subculture?

Our producer is Neil Pyzer, who is also the tenor saxophonist in The Selecter; and we credit his guiding hand and ears with the success of our three studio albums over the past four years.

What are your favourite songs and lyrical highlights on Subculture, and why?

Favourite songs are Boxfresh, Breakdown, Babble On, It Never Worked Out and Karma

Boxfresh lyrical highlights:

A box fresh start

A brand new beginning

Breakdown lyrical highlights:

There's gonna be a breakdown
A cultural breakdown

Babble On lyrical highlights:

Babble on, Babylon

With your impossible dreams

Christian and Islam

Using killing machines

Babble on, Babylon

Like an unstoppable scream

Israel & Palestine

Bloody killing fields'

Karma lyrical highlights:

And the world spins around

What goes around round, round

Always comes back, One day

How would you describe the sound of your new album to any potential new fan?

It's the sound of Two-Tone. Pure and simple. A hybrid mix of ska/reggae/punk/ and rock with a dash of calypso.

The world has moved on since Two-Tone arrived on the scene in 1979, how has Subculture moved along with it?

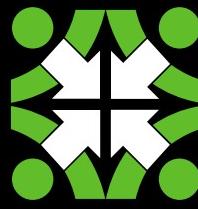
We're talking about what's happening today, not just hoping that our previous recordings from the 1979 era are still relevant.

Was there an overall theme you were trying to capture in Subculture?

The voice of the underground, the unspoken, the uninvited!

What's next for The Selecter?

Promote the new album Subculture; fulfil a busy touring summer festival schedule; and to announce a Nov/Dec 'Subculture pt2 tour'. That should keep us busy.



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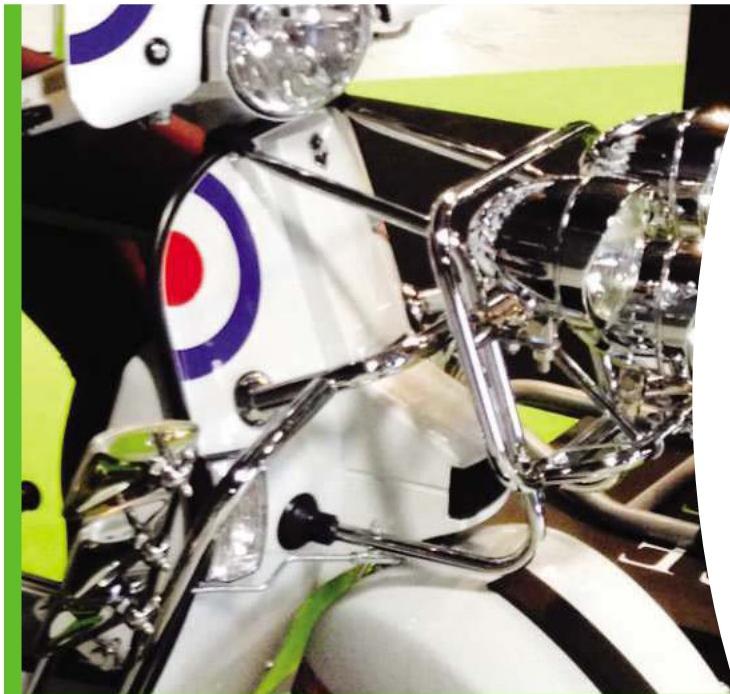
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adaptorclothing.com

The image shows three men in suits standing outdoors. From left to right: a man in a blue suit holding a red electric guitar; a man in a grey suit; and a man in a teal suit. To the right, another man in a dark shirt and plaid pants holds a pink electric guitar. In the background, there's a green wall with a 'The Adaptor' logo and a 2015 catalogue. The catalogue features various clothing items like shirts and hats. At the bottom, there's a call to action: **freecatalogue call: 01992 501616**.



Heritage wax jacket

£169.99

The water repellent Heritage wax jacket is available in black, olive and brown (men's) and black or olive (ladies'). It has removable CE approved shoulder/elbow protectors and provision for a back protector. It has four exterior pockets and two inside, plus a mobile phone pocket. The Velcro sleeve patch is removable and there's a soft padded collar and back pad. Available in sizes S-4XL for men and 8-18 for women.

Oxford SP-J6 cargo pants finish off the look – available in 30-40in waist and 29-33in leg lengths – they are priced at £119.99.

Info: www.oxprod.com / 01993 862300

Furygan 01 and D02 jeans

**£119.99 (01),
£129.99 (D02)**

Furygan 01 and D02 trousers have Kevlar lining on the back, hips, thighs and knees and are fitted with D30 knee armour; they are adjustable with two height options.



Areas exposed to crash abrasion are triple or quadruple stitched. There are four pockets on the straight cut trousers. Available in sizes 36-50.

Info: www.nevis.uk.com / 01425 478936

Duchinni Mirage boots

RRP: £74.99

Reviewer: Mau

I like a pair of riding boots that look stylish and these Mirage boots certainly fit that brief. They are part of the Duchinni 2015 boot range which includes a variety of styles which have been created to suit different tastes and users. All styles cost less than £100, have leather uppers and feature waterproof/breathable linings.

The Mirage style boots are made from tough, but supple full-grain, vintage-look leather, in a classic baseball boot style. The toe and heel cups are reinforced, but this isn't obvious from the clever styling. A pull-tab is fitted on the rear of each boot, making them quick and easy to slip on your feet, and once on,

they are secured by a traditional lace fastening which gives the wearer a firm, adjustable personal fit. They are produced in men's sizes 6½ to 11½ (Euro 40-46). Duchinni claims that the waterproof and breathable fixed liner will keep the wearer's feet dry when the weather isn't – and it certainly wasn't on my initial 200 mile test ride. They did appear to live up to the manufacturer's claim though, and I suffered no water ingress during my journey.

The damp weather also made the road surface slippery and when the need came to put my feet down at traffic lights and road junctions, the fitted oil-resistant rubber soles provided a firm footing on slippery surfaces. Taking into account that there



would be a 'bedding-in' period as this was the first time of wearing these boots, they felt remarkably comfortable at the end of my trip. This was good news, as I intend to be making regular use of them during 2015, so they have a few more miles to travel yet.

Info: www.thekeycollection.co.uk / 0117 971 9200

Redox jacket

£229.99

New for 2015 from Dutch clothing brand, Macna, the Redox is a waterproof urban styled jacket. Made from 600D shell with 'Night Eye' panels – a nylon based fabric, covered with a layer of microscopic glass beads which looks normal in daylight but when struck with light in the dark is highly reflective. It features a detachable hood, zipped air vents at the chest, removable Raintex membrane and thermo liner and has CE protectors at the shoulders and elbows with a pocket for a back protector.

Available in sizes S-3XL in three colour ways: black camo, green camo and grey camo.

Info: www.factoryagencies.co.uk / 01749 342491



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Michelin has launched a new offer across a number of road tyres in their motorcycle range. Customers can claim up to £35 back when they fit a set of new tyres – or £15 for a single tyre – either by bank transfer or in the form of a fuel card.

Buy any of the following tyres from an official Michelin dealer before Friday, July 31, 2015 to qualify: MICHELIN Power Supersport Evo, MICHELIN Pilot Power 3, MICHELIN Pilot Power 2CT, MICHELIN Pilot Road 4, MICHELIN Pilot Road 3, MICHELIN Anakee III and MICHELIN Commander II.

Visit your nearest Michelin dealer or moto.michelin.co.uk for more information.



RecoverMe launches motorcycle cover

With prices starting at £44.99, RecoverMe's standard motorbike recovery policy includes: home start, unlimited recovery mileage, mechanical breakdown, misfuelling and even accommodation if stranded – a saving of over £100 in comparison to similar policies from other providers. They have access to over 800 recovery agents' locations and promise to recover motorcyclists from anywhere in the UK, 24/7, 365 days a year. A free smartphone app can be used to put the rider in touch with the recovery team at the touch of a button and there's access to a legal support helpline too.

RecoverMe is part of Auto Rescue Logistics, which has been providing recovery services to professional drivers since 2002. The firm has long-standing contracts with many household names in the fleet and insurance markets.



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A man with short brown hair, wearing a white polo shirt with purple stripes on the shoulders and dark trousers, sits on a shiny gold Vespa scooter. He is looking towards the camera. The Vespa has "GOLDEN SPECIAL" written on its side panel. In the bottom left corner, there is a stylized logo for "ART GALLERY" with the word "GALLERY" in a script font, and at the bottom center, the text "SINCE 1996".

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The prize package is been kindly provided by Rock Oil (www.rockoil.co.uk), and will consist of a couple of aerosols, oil (two- or four-stroke), a hat and a hoodie.



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KELSO LITTER LOUTS

Mau,
Having attended Kelso scooter weekend (May 22-23 2015) I would like to tell you a short story in the hope that you might give the said person a mention in the next edition.

My name is Neil Hopkinson and my mate is Phil 'Enty' Entwistle (both members of Bamber Bridge Scooter Club).

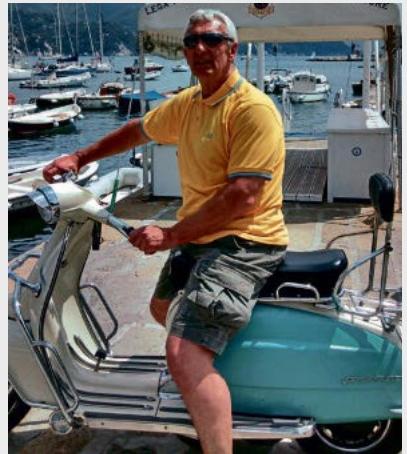
Unfortunately there are a few litter louts among us who will just dispose of takeaway cartons, bottles, cans, etc, anywhere but inside a bin (tarnishing the reputation of the rest). As we walked in to the town on the Saturday morning we were appalled and

PRIZE WINNER

embarrassed by the amount of rubbish fellow scooterists had left along the bridge and footpaths of such a picturesque town. After having breakfast we returned to the campsite and 'Enty' made a point of getting a bin liner from a marshal. On the way into town at lunchtime, he personally picked up all the rubbish en route and disposed of it correctly.

Neil

Well done to 'Enty' for all his efforts. They shouldn't go unrewarded, so we are awarding him the Rock Oil package for his Wombling efforts.



GREETINGS FROM AUSTRALIA

Hi Mau,
Hello from Australia;
here's some photos recently taken at Brighton Beach in Western Australia.
John Guiver



DO YOU HAVE A QUESTION?

Can Classic Scooterist help you find the answer? It doesn't necessarily have to be a technical question and can be about any scooter-related subject. If we don't know the answer ourselves, then we'll throw your question over to our readers to see if they can help.

Email scooterguru@scooteristscene.com with your questions, but don't expect an instant answer – sometimes these things take time.

SERVETA QUERY?

After seeing the Spanish S2 Li 150 (Serveta) on a recent 'You've got Mail' page, I thought I'd write to you about the Spanish S2 Li 125 (Eibar) that I'm very slowly restoring.

Where the speedo sits, there's a cast metal blanking plate with the Eibar shield embossed on it – was this plate a standard factory finish?

Mark Dales

Serveta expert Perry Lewis says this is correct. Early Spanish S2 125cc Li's all seem to have this metal blanking plate fitted instead of a speedo. The cast alloy blanking plate with logo is a quality item and certainly better-looking than the similar plastic item fitted to some Italian Innocenti 125cc machines.

ITALIAN ROAD TRIP

Hi Mau,
We did a road trip in a camper van from East Cowes to Rapello in Italy, through France and into Italy where we camped for six nights. We took the scooter on a custom-made carrier and once in Italy we rode the coastal roads between Rapallo, Santa Margherita, Portofino, Zoagli and Sestri Levante – not the longest scooter ride in the world, but got to be one of the most scenic – all coastal sea on one side and mountains on the other. Bellissimo!

Ian Hall

THE OLDEST MOD IN THE WORLD?

I had my first scooter in 1965 – a Lambretta Li 150 which I paid £35 for (wish I'd bought a few more cos I'd be a millionaire now). I was hit by a taxi in November 1965 and my femur was fractured, putting me out of action for eight months.

I bought another Lambretta when I was 66 years old – cushy – now the oldest Mod in the world (lol).

Dave Reach

Well, not quite the oldest we'd say Dave – you've a few years to go yet.

THE WAY WE WERE.....

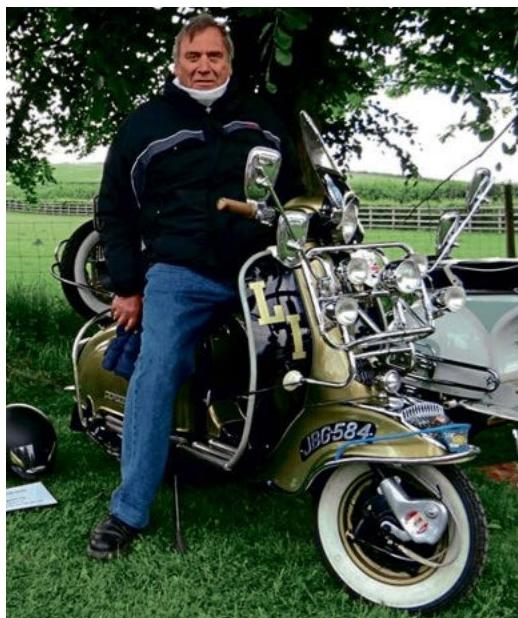
I was a Mod way back (1963-66) in the London scene. I had a Li 150, but the 'Bee's Knees' in those days was the Vespa GS. Contrary to the iconic Mod image, the order of the day back then was 'understatement' (one plain colour/minimal chrome).

The best bike I ever saw was plain chocolate brown with only front and rear light rims/logo and front bumper strip in chrome – well cool. As for music; it was all-nighters at the Flamingo

(Wardour Street – Soho); our big favourite was Georgie Fame and the Blue Flames – before he had big hits. Try searching YouTube with 'Georgie Fame live at the Flamingo' – loads of old black and white Mod pics on there.

Cannot believe it was all of 50 years ago. No photos I'm afraid – no mobile phones in them days.

Jim Cripps



NOW AND THEN

Hi Mau

Here's a couple of pictures of me.

The period picture shows me crossing Alps two-up on the way to Rimini in 1966; I have owned this scooter 'JBG 584' since 1960.

The other pic is me on same scooter, but taken in 2014 on her first rally since I got her back on the road after I'd retired.

Ray Dredge



MY SX

Here's some photos of my SX 150. Six years ago I had an accident at work; my life was in a mess and I was laying in bed and having to take a lot of medication. The days went very slowly – no hobbies, just dreams of having a scooter once more.

Then I met two guys called Andy and Les; they helped me regain an interest in scooters (Andy has six or seven bikes). My new scooter

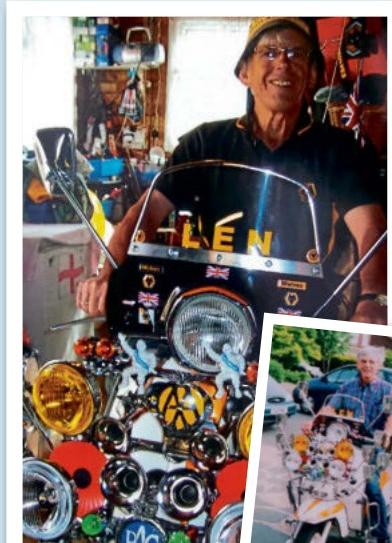
came in boxes which we put together. I sprayed it myself in my shed – what a task. Can you print this to say thanks to Andy and Les for all their help.

Julian Cheerham

Happy to help Julian – although you didn't mention either of their surnames – let's hope they know who they are.



BROADSTAIRS MOD



Hi Mau,

My enthusiasm for the scooter scene can be traced back to the 1960s – in particular 1965-66 and the Mod culture of those halcyon days. Living on the Isle of Thanet in south-east England, I was within a scooter ride of Margate when the annual pilgrimage by the Mods and Rockers took place in town.

Fast forward 50 years and while a lot of things have changed, my love of scooters and Mod culture has not ceased. It's not just a hobby; it's a lifestyle – even if only at weekends and on special occasions.

I have a Lambretta 150 Special and seeing it brought back to its full glory has been a labour of love for me. I brought the scooter from Alan at Medway Scooters who undertook the painstaking work of restoring it to its full glory.

The scooter is now enjoying its heyday once again with a bespoke set of coloured panels and accessories. And the pride I have in customising my Lambretta is plain to see with the array of bullet lights, chrome detailing, aerials, mirrors and flags. The scooter combines not only my love of scootering, but also my unwavering support for Wolverhampton Wanderers Football Club – hence the colours!

I really relish the opportunity to get out with other scooterists wearing the appropriate 'Mod attire', naturally! It isn't hard for me to imagine its 1965 again – if only for a few hours in the sunshine.

Len Savage

Don't know if our paths ever crossed Len, but I would have been riding in the Isle of Thanet around that period of time. Unfortunately my memories are of having my sidepanels and battery nicked – oh and my girlfriend by visiting London Mods – but she was easily replaced (I'm still looking for the panels).

WHAT'S GOING ON?

COAST TOWN



SkaFace have announced details of their 2015 'Coast Town' Ska and Mod Extravaganza, which is to be held at the Empress Ballroom and Arena in the Blackpool Winter Gardens on Saturday, September 19, 2015. Following the success of last year's charity British Heart Foundation fundraiser, they have secured The Selecter to headline the 'Coast Town' event to raise funds for the Alzheimer's Society this year. Appearing along with The Selecter will be SkaFace themselves, Mod band Heavy Sol from Leicester, Scotland's Ska exports Big Fat Panda, and Jeramiah Ferrari from Manchester with their unique blend of reggae, ska and punk. You can order your tickets online via www.skaface.info/earlybird



GET READY TO INVADE HUNSTANTON

The ever-successful annual 'Sunny Hunny' takes place this year on September 13, with Mods & Rockers again departing from McDonald's Wisbech at 10.30am, to meet at King's Lynn Tesco, before departing for Hunstanton at 11.30am. DJ and band ('Scooted 'n' Booted') will perform on The Green, Hunstanton. All proceeds to MND. Info workshopboss@aol.com

MORE VENUE CHANGES FOR KEV WALSH WPARTS FAIRS

KW Promotions will no longer be hosting a Parts Fair in Dunstable on Sunday, August 2, 2015. Instead, the event has moved to Worcester and will take place at Perdiswell Leisure Centre, Bilford Rd, Worcs WR3 8DX – still on the same date (August 2).

Some of these events are subject to confirmation – check with individual organisers prior to travelling.

OLD MEETS NEW MOD



OLD MEETS NEW

Following on from the success of the Secret Affair/Lambrettas gig in Lincoln last year, Daz Kane and Dave Walker, in conjunction with the Lincolnshire Scooter Alliance has just announced a new music date for your calendar. Aptly named 'Old meet New' brings top Small Faces tribute band, Small Fakers' together with new band The Lost Boys in what promises to be a gig to remember. The event takes place on Saturday, October 24, 2015 at The Basement, Lincoln (entrance via Broadgate). Tickets costs £10 (plus booking fee); to book visit www.skiddle.com/e/12447761. Doors open at 7pm.

SKABOUR 2015

Having established itself as one of the top ska and reggae music festivals to attend, Skabour again returns to Folkestone Harbour in Kent over the weekend of September 18-20, 2015. Many bands, including The Selecter, are booked to play at the three-day event. Visit www.skabour.co.uk for more info.

BSRA NATIONAL RALLIES

(www.bsra-uk.com)

- JULY 10-12: LCGB Lincoln Rally
- JULY 24-26: Llandudno
- AUG 28-31: IoW International Rally
- SEPT 4-5: Mersea Island
- SEPT 25-28: Woolacombe
- OCT 30-31: Bridlington

BSSO RACING EVENTS

(www.scooterracing.org.uk)

- JULY 25-26: Lydden Hill (Round 6)
- AUG 15-16: Darley Moor (Round 7)
- SEPT 25: Cadwell (Classic Track Day)
- SEPT 26-27: Cadwell (Round 8)

DATES FOR YOUR DIARY

- JULY 17: VCB Rally, Kendall. Info: www.vespaclubofbritain.co.uk
- JULY 18: Bradford Parts Fair/Scooter Jam 2015 at Hunsworth Lane, Hunsworth, Bradford BD4 6RN. Info: lcgb2@blueyonder.co.uk or 07966 265588.
- JULY 18: Soul Night 'The Midnight Hour' 50th anniversary at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Info: www.acecafeevents.com
- JULY 19: Foresters SC Sunday Best ScooterFest 5. Info: www.foresterssc.com
- JULY 31-AUG 2: Big 7 Scooter Rally at the Hop Farm, Maidstone Road, Paddock Wood, Kent TN12 6PY. Info: 07710113999 / markknappman@live.co.uk
- AUG 2: Dunstable Parts Fair at Court Drive, Dunstable, Beds LU5 4JD (former Queensway Hall site). Info: lcgb2@blueyonder.co.uk or 07966 265588.
- AUG 2: Sunday Soul Selection at the Cross Keys Pub, 17 Cheapside, Knaresborough. Featuring 'Teenage Kicks' Sound System.
- AUG 8: Leek Soul Club Northern Soul Night at The Old Central, Market Street, Leek, Staffs. 8.30pm till 1am. Admission £4 OTD. Info: Ant (01538 387543), Stef (stefcallear@tiscali.co.uk), or Google 'Leek Soul Club'.
- AUG 8-9: Strictly Scooters, Midlands area: Info: www.vfmscoot.co.uk
- AUG 16: EMSA, Beat The Bikers, Matlock. Info: eastmidlandscooteralliance@hotmail.com
- SEPT 6: Sunday Soul Selection at the Cross Keys Pub, 17 Cheapside, Knaresborough. Featuring 'Teenage Kicks' Sound System.
- SEPT 13: 'Sunny Hunny' Mods & Rockers ride-in event. Meets at Macdonalds Wisbech (10am for 10.30am departure; then onto Tesco's at Kings Lynn for 11am (leaving at 11.30am); then onto The Green at Hunstanton. DJ and band ('Scooted 'n' Booted'). In aid of MND. Prizes for the 'best off'. Info: workshopboss@aol.com
- SEPT 13: Brighton Burn-up departs 10.30am from the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Info: www.acecafeevents.com
- SEPT 18-20: YSA Dolphin Rally, Filey. Info: www.yorkshirescooteralliance.co.uk
- OCT 4: Wicksteed Parts Fair, Kettering, Northants NN15 6NJ. Info: lcgb2@blueyonder.co.uk or 07966 265588.
- OCT (TBC): VCB, Ireland: Info: www.vespaclubofbritain.co.uk
- OCT 17: 'Out On The Floor' Northern Night with DJ Little Diane - entry free. Takes place (7pm-11pm) at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Info: www.acecafeevents.com
- OCT 18: Barnsley Parts Fair at Havercroft & Ryhill Sports Centre WF4 2BD. Info: lcgb2@blueyonder.co.uk or 07966 265588.
- NOV 7: Leek Soul Club Northern Soul Night at The Old Central, Market Street, Leek, Staffs. Admission £4 OTD. Info: Ant (01538 387543), Stef (stefcallear@tiscali.co.uk).
- NOV 13-16: VFM, Mablethorpe Great Eastern. Info: www.vfmscoot.co.uk
- NOV 22: Walsall Parts Fair at Oak Park Leisure Centre, Walsall Wood, Walsall, WS9 9PQ. Info: lcgb2@blueyonder.co.uk or 07966 265588.



DANCE LIKE ITS 1985 !

Isle of Wight Scooter Rally 2015

AUGUST 27th-31st



Huge Traders Village..Exhibition Hall.. International Custom Show..
Clubhouse..Marquee.. Bars.. Live Entertainment..Djs....
Fri & Sat Night (8pm-2am).. Three Rooms!! The Club Shack!...The
Soul Marquee..... Plus! The Main Arena.. With only the very best
Scooter Rally Dj's in the UK!!

FRIDAY.. THE OPENING PARTY

Hosted By....THE DEAD PERRYS.. & DODGY

LIVE on the BIG SATURDAY Night Out!!

'THE MIGHTY SHRIMP' & 'KING KURT!'

Lazy Saturday Afternoon Hosted By .. The CORSAIRS.. + More tbc

SUNDAY NIGHT: VFM's Legendary END OF RALLY PARTY

PLUS: Regular Bus Service To & From Ryde

All day until 3am Fri/ Sat/ Sun. Every 20 mins.

The IOW Sunday Ride Out (departs LA Bowl Midday).... Sea.... Sand.... Sunshine.... And

Thousands Of Scooters



VISIT THE RALLY HUB @ THE BIGGEST SCOOTER RALLY IN THE WORLD

. Day Visitors Admitted Fri / Sat / Sun. Up until 5pm.. Cus Show Saturday.

To stay On Site you will require a AAA weekend ticket including camping, available in advance,
Fixed @ £26. On the gate if available. Cars,Vans,Campervans will be taxed.

Evening tkts (Fri/ Sat) £10 per night in advance or more on the gate.. Tickets & Info 07774 893178

Or Purchase Through Paypal via Website. vfm scoot.com

Cus-Show Entrys.. Steve 07774893178

CUS SHOW /TRADE vfmshows@yahoo.co.uk

Gen info vfm scoot2@aol.com

Website vfm scoot.com

KING KURT

A Scooter Rallies by Scooter People production 2015

SPONSORED BY SCOOTERING MAGAZINE.....

Vfm's recommended ferry operator is Red Funnel

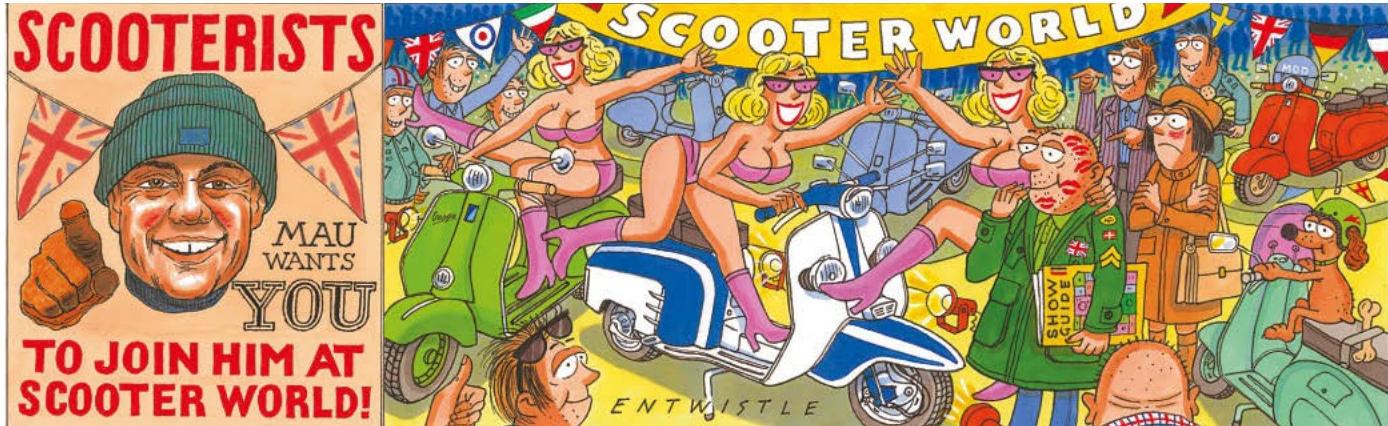


THE CORSAIRS

THE DEAD PERRYS

MIGHTY SHRIMP

WHAT'S GOING ON?



ALL ON TRACK FOR SCOOTER WORLD

Newark showground – January 9-10, 2015

The action has already started to hot-up for next year's Scooter World and after stating his intentions in the last issue, Mau has already moved the action up a gear:

Things are starting to take shape and a plan for each of the two halls is already emerging. The nominated charities have already been decided and all monies raised will be split equally between Lincs & Notts Air Ambulance and the RNLI. Both of these charities provide an essential service whilst receiving no government funding, so any funds raised will go to a worthy cause. The Lincolnshire Scooter Alliance will be keeping a close eye on the weekend's proceedings and will monitor the collections. Several weekend event elements have been added to help fund-raising.

All the regular highlights found in previous Scooter World events will be repeated, alongside a few new ones being trialled for the first time. There will be two halls with one providing a themed element for the weekend.

PROVISIONAL PLANS SO FAR

SCOOTER SPORTS HALL

Dedicated to anything scooter sport-related and supported by the regular sports organisation stands plus other stands related to scooter sport history. There are plans so far to include:

TECHNICAL DEMONSTRATIONS

Courtesy of JB Fabrications.

SCOOTER BUILD-OFF

Entries now open. Pre-booking only. (Build-off scooters courtesy Beedspeed)

SKILLS TEST

Try your skills on our gymkhana-style obstacle course. Open to individual and team entries. Enter on the day, as many times as you wish. Entry donation: minimum 50p per go (higher donation amounts appreciated).

CHARITY AUCTION

(£1000 worth of goodies already donated!) Sunday - a combined auction of charity donated items plus other scooter-related items entered by members of the public. Free auction entry with commission charged on hammer price

TROPHY PRESENTATIONS

(Sunday pm after charity auction)

SCOOTER WORLD HALL

CLUB STANDS

Meet your local and national scooter clubs.

CUSTOM SHOW

Win a trophy and a cash prize.

TRADE STALLS

The normal mix of trade stands – to book a stall, phone 01507 529431 - as we're raising money for charity, you may be asked for a charity donation on the day.

LIVE MUSIC

Various forms of live music over the weekend. More bands/artistes welcome. DJs also needed.

Charity dinner

FANCY SPENDING AN EVENING AT A PRIVATE DINNER PARTY WITH SPORTSMEN FROM THE PAST (and possibly other well-known faces), listening to anecdotes and asking them questions you always wanted the answer to - only be available to a selected number of paying guests (all profits to charity). Email mauspencer@classicscooterist.com for information or to reserve a place (limited availability).

IT'S FOR CHARITY!

More volunteers are always welcome. If you're willing to volunteer your services to help in some way (either by being physically involved over the weekend, or by the way of a donation of some sort, please contact Mau. We also need trophy sponsors, volunteer DJs and bands plus equipment, etc.

Both private and trade sponsorship will also be needed, so everyone who comes on board between now and the actual event will get a sponsorship mention in every edition of Classic Scooterist leading up to the event – and in the event report after.

If you want to help, email mauspencer@classicscooterist.com or phone 01507 529408.

WIN A MALLORCAN HOLIDAY! (OUR CHARITY AUCTION STAR LOT)

Fancy a week in Mallorca? Ex-pat scooterist, PCJ Fielding has donated a weeks self-catering holiday for two people worth up to £700! You'll need to arrange your own air fares but on arrival at the airport, he'll pick you up and take you to the villa (date subject to any other pre-bookings already agreed). Holiday can be taken any time during 2016 (except August).

Want to know more about the holiday property? Visit: Ownersdirect.co.uk - prop ref B3161



ISLE OF WIGHT ★ BANK HOLIDAY WEEKEND

SCOOTER RALLY

28|29|30 AUG 2015

@ The Balcony Bars, Seafront, Ryde

600 CAPACITY VENUE ★ LARGE DANCEFLOOR ★ WELL PRICED BAR

FRI 28TH AUG

'BEST OF BRITISH'

Doors: 8pm til 2.30am 1st Band: 8.45pm

Tickets: £10.00 Call: 01983 530260

LIVE MUSIC:

★WHO'S WHO★

Tribute to The Who

★MARQUIS DRIVE★

90's Britpop Bliss

DJ SIMON BALL

Spinning Classic
Mod Sounds
til 2.30am



SAT 29TH AUG

'CLASSIC MOD NIGHT'

Doors: 8pm til 2.30am 1st Band: 8.45pm

Tickets: £10.00 Call: 01983 530260

LIVE MUSIC:

★THE HAPPENINGS★

Classic Sounds

THE FLIKS★

60's Pop & Soul

DJS POINT BLANC

Spinning Classic Mod Sounds,
60s R&B & Northern Soul
til 2.30am



SUN 30TH AUG

'THE LEGENDS NIGHT'

Doors: 8pm til 1.30am 1st Band: 8.45pm

Tickets: £15.00 Call: 01983 530260

LIVE MUSIC FROM A LIVING LEGEND:

★PP ARNOLD★

The 'Mod Mother'

WITH ★THE SMALL FAKERS★

Best Ever SF Tribute

+ New Young Band THE ORDERS

DJS RICKY TICK

Spinning 60s
Soul & R&B
through til 1.30am



TICKETS: 01983 530260

Go: www.visualimpact.co.uk/events

Or: In person from local outlets –

Newport: Visual Impact (Clothing Store)

Ryde: Bagel Wrap, Union Street,
Ryde Scooters, The Strand Ryde Superbowl

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KINDLY SPONSORED BY

WIGHTLINK



Doncaster Hunters 45th anniversary

May 8-9, 2015

Many clubs can say they've been on the scooter scene for a number of years but none have probably been ever present at rallies like the Donny Hunters. Wherever there are rallies, you can safely say there will always be club members proudly displaying their legshield banners.

On arrival at their anniversary event at the Parklands Sports and Social venue, Doncaster, the first surprise was a welcome £2 day entry fee – very reasonable; not just that, but a commemorative pin badge was included to celebrate the club's 45th year.

Many hardcore LCGB members had already arrived for the signing-on event for the LCGB's 'Best Supporting Members' comp, but it was also nice to see a wide range of scooter models parked up. My eye was caught by a Triumph Tigress/BSA Sunbeam; after owning one of these in

the Eighties I had to go over to chat with the owner. With a twin four-stroke 250 engine, it was always great to ride, although the scooter could have looked a little more pleasing to the eye in my opinion.

As I had my children with me, first stop was in the lounge area for lunch, not many seats left and as always, the club put on some good deals for food to keep everyone happy.

The custom show and parts fair was well attended with some usual suspects and also new ones. Robbo-speed, Martin Robinson of LCGB rider fame,

was there with lots of shiny new kit from his latest visit to Tino Sacchi in Italy; it looks like another quality dealer has landed, providing a supply of decent spares for the tired old Lambrettas out there.

After rounding-up some Donny Hunters club members, I managed to get a group line-up of scooters with their proud owners standing by; then I walked around meeting some of the visitors. Lincoln and Newark Riders Group had a few members who'd ridden there, but with smoke billowing from someone's exhaust, I hope they all made it home.

Rich Oswald was on his knees, as another rider was fitting a new set of dampers to his scooter (always thought Rich was a nosy sod – lol). I also bumped into Joe Proctor and mates, who told me they were original members of Donny Hunters all those years ago (better not do the sums Joe, it might show you can travel by bus nowadays for free)!

Another great turnout to support one of the long-standing clubs that make the scene what it is today. Well done Hunters, here's to the next 45 years... not that we'll all see it.

Rich Addison

FUNK ★ SOUL ★ SKA ★ MOTOWN ★ JAZZ ★ ROCK ★ R&B

HIPSHAKER

Ventnor Winter Gardens
IOW Scooter Rally 2015

Fri 28th August

★★★ MAIN ROOM ★★★

HIPSHAKER DJs

WITH SPECIAL GUESTS

Paul Hallam
(SNEAKERS)

Eddie Piller
(ACID JAZZ)

James Parker
(CAFE A GO GO)

Dom Cater
(BUTTER YO' POPCORN)

★★★ ROOM TWO ★★★

Soul 45

FUNK*SOUL*DISCO*BOOGIE*JAZZ FUNK*RARE GROOVE

Sat 29th August

★★★ MAIN ROOM ★★★

HIPSHAKER DJs

WITH SPECIAL GUESTS

Eddie Piller
(ACID JAZZ)

Paul 'Smiler' Anderson
(MODS - THE NEW RELIGION)

Dave Edwards
(SIDEWINDER/100 CLUB)

Dom Cater
(BUTTER YO' POPCORN)

★★★ ROOM TWO ★★★

Shake Some Action

PUNK*INDIE*NEW WAVE*GLAM*POST PUNK*BRITPOP

Live bands
Saturday afternoon
FREE ENTRY!

†Subject to booking fee.

Entry £10[†] Per Night - 8pm-2am

Tickets from Ventnor Winter Gardens • www.wedgewood-rooms.co.uk • The Black Sheep Bar, Union St, Ryde • Skintrade, St.Thomas Sq, Newport
THIS IS A HIPSHAKER PROMOTION

Gatecrashers & Skegby Scooter Clubs Proudly Present:

WOT SCOOTER RALLY 2015

Friday 4th & Saturday 5th September

@ The Ukrainian Youth Camp, Weston-on-Trent, Derbyshire, DE72 2BU

2 Halls of entertainment with 4 live bands and top DJ's

Tony1Shirt, Mr Bean & Nev Shooter in The Northern Room



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HUNG LIKE
HANRATTY

JUNGLE LION



Superb Countryside Venue with excellent Shower & Toilet facilities'

'Parking charged for Vehicles other than Scooters'

Dealers Market, Ridden Custom Show, Inflatables, Late Bar & Quality Catering

Andy 01159490115 Jim 07974249329 Lee 07985335688 Shaun 07792715160

Tickets & Info visit www.wotscooterrally.co.uk

Advance Tickets £15.00
Gate £20.00

Day Passes Available



Wot
Scooter Rally

CLASSIC
SCOOTERIST

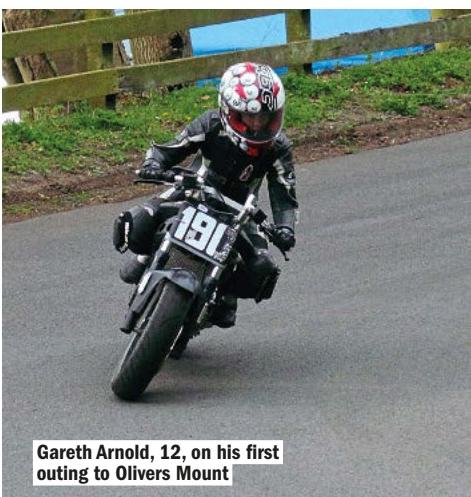
SCOOTERING



Craig Bewey – fastest auto and fastest overall rider



Chalkie from Replay Scooters scrutineers
Eric Cope's scooter



Gareth Arnold, 12, on his first outing to Olivers Mount



Pete Newbold, event co-organiser



Eric Cope

Scooters on the Mount

May 2-3, 2015

The date was set to become a landmark in the scooterist history, as it was the first time scooters had ever competed in a class of their own on the Olivers Mount Hill Climb circuit, in Scarborough, North Yorkshire. Mau reports...

OrGANISING THIS EVENT HADN'T BEEN easy from the outset; there was an immediate barrier to overcome before discussions even began; it emerged that a scooter rally had been held in the area during the 1980s, resulting in some of the circuit's building being destroyed by fire – since then scooterists have not been welcome.

After some persuading, Olivers Mount eventually agreed to allow scooters to participate and another problem materialised – the date of the event. Part of the hill climb circuit is a public road and the local council have to grant permission for its closure; they would only give permission for two hill climbs per year – one in May and one in August – so it was a case of which one to choose; both created their own problems but at the end of the day, it was felt that going for the May Day weekend was the better option of the two.

Unfortunately this not only meant a clash between the BSRA National Rally in Weston super-Mare, but also with the popular east

coast alternative, the Skegness Scooter Rally; a third issue also reared its head in the shape of the British Scooter Sport Organisation's event calendar – they were competing over two weekends in May and individual racers didn't want to risk damaging their machines and not be able to compete in the BSSO rounds.

With all of this as a background, the SOTM organisers had an uphill battle on their hands (no pun intended). Initial response to the announcement of a scooter hill climb drew a large positive response from scooterists who said they were going to enter – unfortunately, at the end of the day, many of those individuals didn't put their bikes where their mouths were.

At the close of entry, there were 11 bikes registered for one generic scooter class – instead of the individual classes originally intended (best geared, best auto, best tuner, etc, etc). At first this appeared to be a little disappointing, but on looking at the individual

motorcycle classes which varied from seven to 12 per class, an entry of 11 wasn't that bad. It would have been nice if it had been more though; there's always a few rumbles of there not being enough happening in the scooterist world, but at the end of the day, if people don't show any support for events, then they will only have themselves to blame.

Friday evening saw a hive of activity in the pit area with scooters scattered among the motorcycles; there were a fair amount of trick cars competing, but they were marshalled in their own area. Scootering can be a strange world; at what I'd term an average scooter rally, there can sometimes be heated debates on various subjects (Scooterboy, Mod or Skin; geared or auto, etc); these can sometimes develop out of hand. Conversely the scooter sport world might be heavily contested on track, but off it's a different matter. Everyone was friendly and ready to help out others wherever they could with tools and loaned parts flying to and fro.



What goes up the hill, has to come down eventually



Nick Gledhill – fastest geared rider



Steve Wright



Glen Husselbee



Ray Kemp's personal race machine; not seen at the track for many years



Shane Martin

CREATING SCOOTER HISTORY

Saturday morning, the scrutineering of the scoots started early with Chalky from Replay Scooters acting as the scooter scrutineer for the weekend. There were a few individual hiccups, but nothing major to spoil the day.

A brief 20 minute rain shower just prior to the start made the track slippery, so the cars went on first to help dry the track out; these were followed by the bikes, and then lastly, the scooters. Whatever was to happen from this point onwards would be creating scooter history; not only was this the first time that scooters had competed in their own class, but whoever managed the fastest times of the weekend would effectively be setting new records for the scooters – and although Oliver's Mount were treating it as one overall class, the SOTM organisers had taken the view that there would be two scooters records – geared and auto – set over the weekend, as well as an overall scooter champion.

The weekend will be remembered for a variety of reasons. One of the early competitors was Steve Wright who immediately created a stir by competing on Ray Kemp's (AF Rayspeed) own personal Group 6 racer, which hadn't seen the light of day in many a year – unfortunately Steve seemed to be quite adept at finding more gears than there were in Ray's original gearbox, costing him a few precious seconds. Normally used to sprinting in a straight line, Pete Newbold (100mphscooter.com) initially had a few problems with the corners, ending in impromptu cone slalom as if he was taking part in a gymkhana – nice one Pete. Another highlight of the weekend came when young 12-year-old Gareth Arnold took to the track for his first ever race – could he be a future champion in the making?

However, the main surprise for everyone (apart from the scooterists that is) was just how quick the scooters went up the hill. Some of the times left a few of the larger capacity motorcycle entries hanging their heads in shame with scooters achieving times in the mid 50 second bracket; when you consider that the track record for higher powered motorcycles is in the mid-40s, that ain't bad going at all!

So who were the stars of the show? There was no doubt as far as the autos were concerned as BSSO champion Craig Bewey, on his PSN-prepared Runner, effectively wiped the board clean for the autos, and then went on to win the overall scooter class. The competition among the geared bikes was more closely fought with two privateers – local Scarborough rider Nick Gledhill and Eric Cope – posting times with only split seconds in between them on their respective Lambretta GPs.

Of those who competed, everyone enjoyed themselves and is eager to compete again next year. As far as those spectating were concerned, I heard no negative comments. So in all respects, the event was a success.

THANKS & ACKNOWLEDGEMENTS

Thanks go to all those who took part – competitors and spectators – for helping to make this event a success and to set the bar for future events.

Special thanks to the following for sponsoring and organising the event:

Chalkie (Replay Scooters)

Pete Newbold and colleagues (100mphscooter.com)

Daz Kane (DKS Race Team)

Classic Scooterist magazine (am I allowed to thank myself)?

THE QUICKEST THREE SCOOTERISTS

Left: Nick Gledhill – 2nd Fastest Overall – Fastest Geared – 225cc GP Lambretta – 55.30 seconds

Middle: Craig Bewey – 1st Fastest Overall – Fastest Auto – 172cc Gilera Runner – 51.47 seconds

Right: Eric Cope – 3rd Fastest Overall – 250cc GP Lambretta – 55.59 seconds

Well done to all who took part. We now have a bench mark for Oliver's Mount. Who can run the hill faster? Can you?



BEST INDIVIDUAL TIMES

Craig Bewey (PSN Runner) 51.47 secs

Nick Gledhill (Lambretta GP) 55.30 secs

Eric Cope (Lambretta GP) 55.59 secs

Steve Wright (AF Lambretta) 57.40 secs

Shane Martin (Vespa Primavera) 63.02 secs

Glenn Husselbee (Vespa 50 Special) 64.74 secs

Pete Newbold (Lambretta GP) 67.15 secs

Paul Priestley (Sprint track Lambretta) 67.32 secs

Gareth Arnold (Gilera DNA 50) 78.50 secs



CUSTOM SHOW WINNERS:

Best Lambretta: Li Silver Special -

Gary Hancock, Biddulph

Best Vespa: VNA 2 - Andy Cornish, Wrexham

Best Custom: Lambretta LI 150N 'Insane Kroозer' -

Kev Bradbury, Macc Kroozers SC, Macclesfield

Best Chop: Lambretta Series 2 'Absent Friends' -

Rob Brittle, Fase 3, Armed Forces SC, Warrington

Best Mod: Lambretta TV 175 Series 2 - John Gibson, Fase 3, Armed Forces SC, Warrington

Best Auto: Lambretta LD Mk3 Auto - Rob Thorne, Deep As You Like It SC, Stoke

Jesters Choice (Best in Show): Vespa 150 Sportique - Colin Pulitsi, Torch SC, Stoke

'Scooter-fest 11'

May 17, 2015

Following the success of last year's North Staffs Jesters SC 10th anniversary 'Scooter-fest' celebrations, which attracted around 3000 scooterists to Leek in the Staffordshire Moorlands, many people wondered if this year's event could be its equal?

However, while overall numbers were slightly down at around 2700, many of the regular visitors pronounced that it was the best yet with several suggesting that it should be included in the 'Nationals' calendar. True praise indeed! One enthusiast even travelled from Bruges, Belgium in order to attend.

Forty traders were present to offer their wares to visitors, which included new and vintage clothing, parts and accessories, crash helmets and protective clothing, badges and patches etc; one of the caterers ran out of stock and local hostelries were full to bursting.

Entertainment was again provided by the seven-piece Northern Soul combo, the 45 Sound and MC duties were ably presented by Moorlands Radio DJ Mike Cowburn, with never fewer than 100 people in front of the stage soaking up the atmosphere.

Thirty riders entered their machines into the ridden custom show and the Jesters'

specially commissioned trophies, made by local craftsman Terry Potts, were presented to the winners by Leek Town Mayor, Councillor Keith Harrison.

THANKS & ACKNOWLEDGEMENTS

Jesters thanks go to anyone who helped make the event another great success, club members, traders, 45 Sound, sound engineers, DJ, food vendors and everyone who turned up. Thanks must also go to club members.

We would like to take the opportunity to remind visitors, that 'Scooter-fest' is a free event and can only continue with the generous support of visitors via the raffle and voluntary donations. Jesters Scooter Club only recovers the costs of staging the event, with all surplus revenue being donated to local good causes.

Steph
North Staffs Jesters





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Margate Mod & Sixties Weekend

May 22-25, 2015

Great organisation by Rob Bailey and friends at this gathering of those faithful to mohair suits, ski pants and Crimplene frocks for a nostalgic long weekend featuring bands and DJs representing the music of the Swinging Sixties and its immortal vibe.

The old resort town of Margate, Kent, had shut-off traffic on the promenade to allow revellers to sun themselves in front of an open air stage and in the company of some of the south's finest examples of scootering history. The place to be seen!

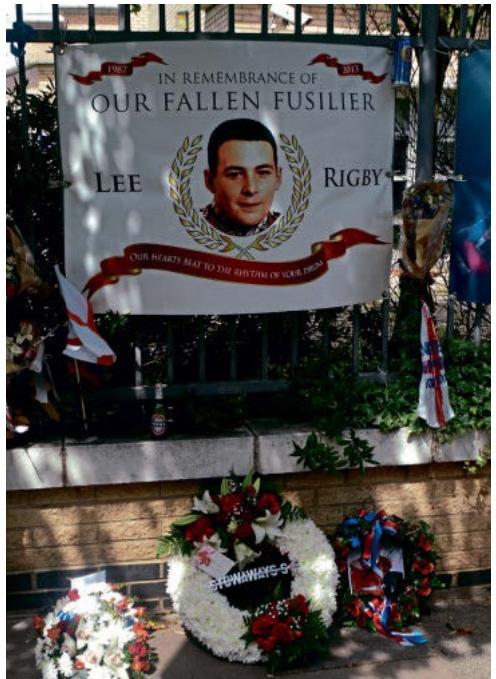
The underground warren of the Westcoast Bar and Black Cat Club provided the venue for the scheduled night-time's entertainment, but the bars and restaurants of the town had also given themselves over to putting the clock back some 50 years – a period of history when Margate became infamous for the beach fighting youths so beloved by the tabloid newspapers of the era.

Happily, time had well and truly marched on and the weekend's overall effect was more

peace and love across the board than a punch in the face. Scooterists have been holding an annual Bank Holiday meet at Margate for many years before this year's takeover of the town by the 'Mod' contingent. Scooter owners once again met-up to allow a broad cross section of vintage Italian metal to take part in Sunday's scooter competition and rideout via Ramsgate and Manston aerodrome. The rideout was attended by hundreds of willing followers. All very understated and good natured.

Hopefully, this weekend event will become as successful as the annual scooter meet and turn into a regular feature following this year's evident success. We shall see.

Dave
(the oldest Mod in town)



Ride of respect

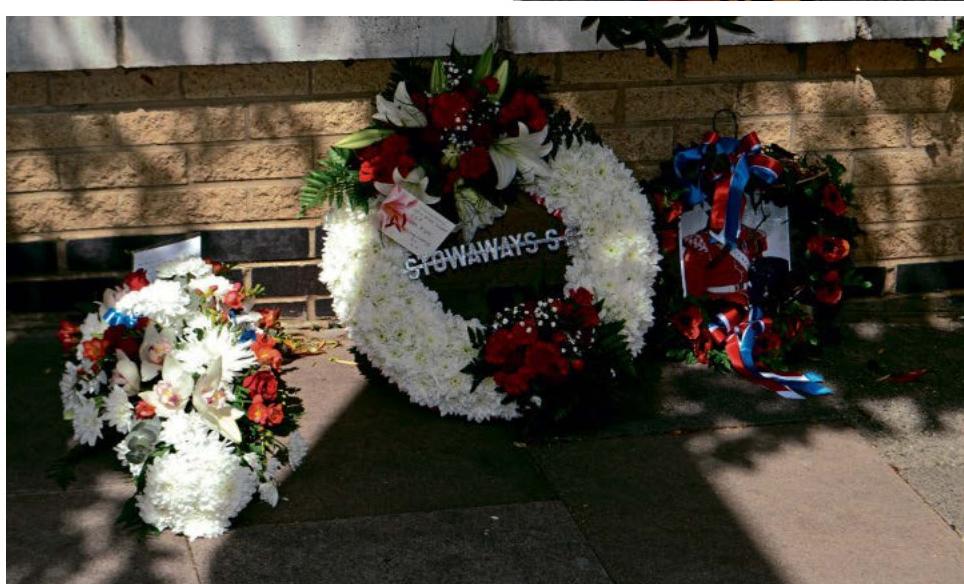
May 24, 2015

Fusilier Lee Rigby was murdered in 2013 and this has resulted in an annual ride of respect being organised by London scooterists.

It was a well turned-out occasion with a few clubs placing their own wreaths in remembrance of Lee. Again, the Woolwich Ferry was full with scooterists who crossed the River Thames to join many others already waiting on the other side for the short ride up to Woolwich Barracks.

On arrival, every rider parked up and paid their own respects to Lee by visiting the area that had been set aside, opposite the Barracks themselves. The weather was kind to us and all-in-all it was a good rideout for the 250-plus riders who attended. This pilgrimage will now be turning into an annual event.

**Martin F Heath
Foresters SC**





The Jim Straker memorial event

May 2-3, 2015

Western Australian scooterist Jim Straker passed away recently after a short but brave battle with cancer. As a mark of respect the Rockingham-based, Coastal Scooter Club, held an event in his memory.

Jim was the founding member Coastal SC and prior to his passing, had lived his life to the full, remaining a Mod to the very end – in fact, the black and white picture shown on this page was taken only a couple of weeks before he died, so it was only fitting that the club did something in his memory.

As well as naming their annual overnight event in his memory, a trophy in the club's accompanying 'Show 'n' Shine' was also named after him. The whole event was a

huge success with around 60 scooters and approximately 185 people attending for the night bash. We had two bands (Jampact and VoxBox) performing live, as well as a few DJs – all of which helped keep us going until daybreak! Members from all the Perth scooter clubs attended, including Paradise Lost, In Crowd and Classic Scooter Crew. Many thanks to the organisers for putting on such a good event.

Paul 'Gix'



DISC 30

June 19-21, 2015

It's been a long while since the infamous DISC 85 event at Donington Park back in the day. Have the organisers of the 2015 DISC 30 anniversary event – EMSA – finally shaken off those memories?

In reality, time has moved on and other than the obvious name link, it would be a bit unfair to draw a direct comparison between both events (or even against DISC 86 which took place at Doncaster racecourse).

This year's DISC 30 was organised by EMSA with almost military precision down to the finest detail, and even the last minute hiccup of The Meteors having to pull-out due to illness within the band, didn't faze them. It took but a short period of time to find a replacement band – King Kurt – who stepped into the

breach to save the day. The main event centred around the Donington Park Farmhouse Hotel complex which proved to be a good choice with its range of facilities.

It was here that the daytime parts fair and daytime/evening musical entertainment was located – and indeed, as far as the music was concerned there was something for everyone with live bands, a Northern Soul room, a Young Guns room, and not forgetting the Blue SC music room as well. For Saturday daytime, this was supplemented by a satellite location on Donington Park's 'Tarmac Lake' area,

which housed a sprint event, a dyno, and the obligatory custom show. All-in-all, EMSA can be proud as the whole event appeared to be very well received by everyone in attendance. The big question is – will they be recreating an anniversary event at Doncaster racetrack to celebrate the anniversary of DISC 86?

UNCLAIMED TROPHIES: Several trophies – especially for the fun sprint – have not yet been claimed. If you are one of those trophy winners, then contact the organisers to claim your prize.

The Southern Softie



Every picture tells a story...

Here's some extra pictures we've been sent from various rallies

Whiskey Dick IV

April 23-26, 2015

Stroudsburg, Pennsylvania in the USA was the apt location for the scooter rally organised by the Middle of Nowhere (MON) scooter club.

I know it doesn't compare to some of the incredible scooter rallies in the UK, but we try our best.

There were some great people attending – including a bunch of guys from the green and pleasant land of the UK.

Pics: Dan Kru Schurtman



Larling rally

May 29-30, 2015

Old school small club rally hosted by the Flying 8 Balls SC. Based at the Angel pub, Larling, Norfolk, with real ales and ciders available, as well as good grub, secure camping space, Saturday gymkhana, Saturday evening pub quiz, weekend BBQ. Quality hand-made show trophies provided by CS Engineering.

Pics: Terry Brown



Weston national rally

May 1-3, 2015

National scooter rally organised by South West Scooter Clubs. Camping and entertainment at Weston-super-Mare Rugby Football Club with clubhouse entertainment by Soleroom Dave.

Pics: Moxy





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A MYSTERIOUS GIRL
FROM 1959



Lambretta Ridgeback

I've talked about this rare Lambretta model with many enthusiasts, but I'm still no nearer to the actual truth of why they happened and how many had the work done.





The 1959 TV175 Series 2, other than being made-up of many Series 1 parts, must have been an eye opener for Lambretta owners of the day, due to its change of appearance, mainly caused by the headlight moving from the horncasting to the headset. But it's hard to believe that due to the uprated engine, such a major task was taken on by the Innocenti company to strip and strengthen the tube framework from the start of the loop under the seat, right through to the position on the frame besides the rear brake mounting.

This led to it being named by many as a Ridgeback (or Spineback) and I spent ages looking through various publications

for answers as to how many scooters had this work done to strengthen its frame. This information is conflicting, but possibly the 200 scooters returned/called back to the factory before it was decided to revise the machine's tube spine gives us a clue as to why it was done. This would have been a massive publicity disaster for Lambretta (just think how bad it could have been for Innocenti in our present day of social media, spreading word of failures like wildfire across the web).

This stunning unique machine is owned by Steve Gee and his keen eye (obsession he says) to detail was also possessed by the friends entrusted to restore the TV to its former glory. Steve is a member of Rotherham

SC and also one of those 'iron arse' LCGB club members who travel thousands of miles across the UK and Europe in the name of Lambretta enthusiasts everywhere.

Watching the late 70s/early 80s Nottingham Mod and scooter scene got Steve hooked on scooters and having spent most of his younger teenage years watching a neighbour and mate, Tony Hopcroft, desperately try (and the majority of the time, fail) to get numerous Lambrettas to start or keep running, Steve decided the only way forward was to buy a Vespa PX! What possessed him I'll never understand; but that's the million pound question if you're a LCGB member (lol).

In his early scootering days, Steve spent his holidays day tripping to places like Scarborough and Skegness, and being blown away by the number of scooters in one place and his preference of full-bodied machines whether totally original or full custom has stuck with him. Just spending weekends at rallies with the right crowd of friends is what he says makes them good; already in 2015, Steve has attended Sandford, Coast-2-Coast, Scarborough and his local Rotherham SC rally at Swallowsnest, and they've all been excellent. Somewhere along the way, Steve had a change of heart, as now his garage contains a GP SX, and the TV Series 2; so his love for Lambrettas was born and the Vespa PX must have been sold on.

The TV was imported from Imperia, Northern Italy, in March 2014; it was owned by the same family since new (1959). Originally starting with a sensible restoration budget, Steve revised it after two weeks, then by month 12 he'd taken to burning any receipts that could possibly be used against him in any future divorce case – great idea mate.





The scooter arrived 100% complete including all bodywork, badges and period accessories with the added bonus of being recognised as the rare 'Ridgeback' model so he decided the machine had to be restored to as near original as possible. Friend Ken Mellor shares Steve's keen eye for fine detail and therefore Steve knew he'd appreciate the challenge he'd set himself to produce a stunning timepiece of Innocenti history. So after some persuading, Ken started to strip the scooter with his only brief being 'everything needs to be restored and reused', phew! What a task.

The first problem was to identify the machine's original colour, as it was clear there wasn't any resemblance to either of the two original colours off the TV175 production line. A couple of fortunate conversations pointed Steve towards Beige Rosato (8036) which it appears was used on a small number of TV 2s intended for the export market; a few of these then somehow found their way back to the Italian dealerships and hence this machine stayed local to the northern part of the country.

Some of the bodywork was borderline scrap to be honest, so all the metalwork/respraying was entrusted to Terry Betsworth – his brief also being reuse everything, within reason. After some moaning, Terry has again performed engineering miracles with the bodywork and produced a first class job.

The third person Steve brought in for this specialist rebuild was Rob Miller whose brief was to strip and rebuild the engine, once again reusing and keeping everything, even the 6v electrical system. Rob has done an amazing job, even managing to reuse the original piston; listening to Steve starting up the motor

it runs sweet as – even so far as to say it probably didn't sound any better when it first rolled off the production line in 1959.

Other items restored or reused are the rear shock, speedo, front and rear complete light units, all switches, ignition, locks, the aforementioned 6v system, and even a pair of Michelin ACS tyres. Also, being a bit of an anorak, Steve spent ages boot polishing the tyres to bring back that showroom appearance. On strip-down, all the original parts being chromed were sent to Carl at Quality Chrome in Hull, who again has produced some stunning work to revitalise parts produced over 56 years ago.

Like many models off the production line in the first runs and one of the first TV 2s, many of the original parts are clearly from Series 1 machines. This has happened right through the history of the Italian productions and it can be really confusing for many an enthusiast attempting to bring an original Lambretta back to its former glory. This machine, having spent all its time with one family from new, has to be regarded as near to finding the holy grail as is physically possible for any enthusiast.

Steve said he'd stopped counting the restoration cost; the scooter has been restored sensibly with the main priority being restoring original parts; we all know what amount of time and money that could cost, so let's just leave it at that.

One tip Steve wants to pass on is don't be afraid to ask plenty of questions, then listen and learn from mistakes made by others first. Use trusted dealers for quality replacement parts where needed (poor quality items always cost far more in the long run).

With Steve also owning an Italian GP200, SX150 and LI150 when he will find time to



ride his TV2? Who knows? He loves them all and each is true to its original spec. It has to be said that all the dealers Steve's used – Scootopia, Scooter Restorations, Rob Miller at Simply Retro – are top class; they provided quality items and offer great service to their customers; they are always ready to offer loads of advice.

Steve would like to thank Ken Mellor, Terry Betsworth and Rob Miller for their hard work and patience with the ability to deliver exactly what was required to produce an amazing scooter. Also to Lisa for ignoring how much he'd spent on his 'mopeds'.

Words/images: Rich Addison





Desert storm

The Aermacchi Ghibli took its name from the hot North African winds. Phillip Tooth has the story...



Go to any classic motorcycle race meeting and the chances are you'll see one of Aermacchi's famous 250 and 350cc four-stroke flat singles cleaning up on the track. And the Italian manufacturer knew how to make a two-stroke perform as well, because Walter Villa beat the once-dominant Yamahas to win the 250cc World Championships in 1974 and 1975, and both the 250 and 350 titles a year later. By then he was riding a Harley – the Milwaukee company had bought 50% of Aermacchi in 1960, and took over complete control in 1972.

But Aermacchi didn't always make two-wheelers. Based on the outskirts of Varese, Macchi began as an aircraft manufacturer way back in 1912. In 1934 the Italians claimed the absolute world speed record when a 3100hp Macchi M.C.72 reached an amazing 440.68mph, and during the Second World War the factory was churning out fighter planes powered by Daimler-Benz V12 engines.

Of course, when Italy capitulated there would be no more aircraft building, so the management had to come up with something else for their skilled workforce to make. First came a rather boring and utilitarian 500cc three-wheel truck, but in 1951 they unveiled something special – the 125N high-wheel scooter. The Italian press called it La Scooter Transformable – the transformable scooter.

The brains behind the 125N was Lino Tonti, who had worked on the prewar 250cc supercharged liquid-cooled four-cylinder Benelli



and would go on to design the V7 Sport Moto Guzzi. Tonti certainly delivered. He gave Aermacchi two for the price of one – a scooter and a motorcycle.

With a bore and stroke of 52 x 58mm and a capacity of 123cc the unit construction two-stroke engine was laid horizontally, with the barrel facing forward and the Dell'Orto VA17BS carburettor sticking up between the rider's legs. A three-speed gearbox was controlled by the left-hand twist grip, with chain final



drive. Twin exhaust pipes exited a transverse silencer that was slung under the engine and added a touch of class.

Tonti designed an open frame made from welded steel tubes, with the engine pivoting in unit with the swingarm rear suspension. Like most scooters, there were pressed steel legshields and footboards. The petrol tank was mounted under the sprung saddle, and there was a pressed steel turtle-shell behind the steering column that formed a luggage



compartment and gave the rider something to grip with his knees. Like the four-stroke 150cc Guzzi Galletto the 125N Cigno (Swan) featured skinny 17in wheels.

So far, so conventional. But up front there was a technically advanced trailing link fork with a tension spring mounted vertically in a tube behind the mudguard and, in a stroke of genius, the scooter could be transformed into a motorcycle simply by hinging the turtle-shell pressing between the headstock and seat so that it became a 'petrol tank'.

For the 1952 season Aermacchi introduced the 125M Monsone (Monsoon). The fake petrol tank that transformed the 125N into a motorcycle replaced with a real one, and the solo saddle was swapped for a stiletto-thin dual seat. There was also a compression hike from 5.7 to 6.5:1, which pushed the top speed of this motorcycle to 84kph (52mph).

Named after the hot winds that blow across the North African desert, the 125U Ghibli joined the line-up in 1953 to replace the 125N. With 4.5hp available the top speed

had crept up from 72kph (45mph) to 75kph (47mph). Instead of the boring dark beige bodywork of the original Ghibli was finished in a choice of light grey or glossy black, and the front fork swingarms were chrome plated. Gone was the turtle shell cover from behind the legshields – someone at Aermacchi must have realised that scooter riders don't need a comfort blanket to feel safe.

What they would have appreciated were the 125mm (5in) brakes, which featured alloy brake plates and – just like on a Vincent Black Shadow – ribbed cast iron drums, although the 200kph (125mph) Shadow did have four 180mm (7in) units...

The Ghibli lasted until the end of 1955, when it was replaced by another large-wheel scooter called the Zeffiro which featured conventional telescopic forks and was available in 125 and 150cc versions. But the Zeffiro didn't have the class of the Ghibli. If you fancy an Aermacchi scooter, feel for the heat of a desert storm.

Phillip Tooth





BACK IN THE DA'

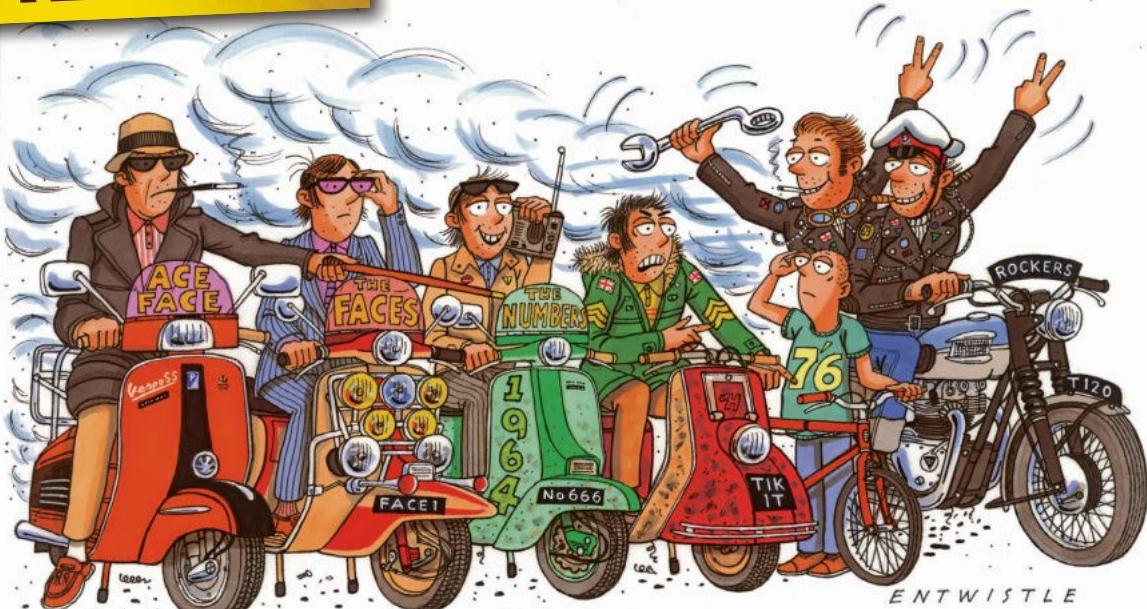
CLASSIC

SCOOTERIST

Outside Dorset House in London, Pall Mall RAC unit driver Jay attends to RAC member Ray Cox, whose scooter got a puncture while on his way to work. Year not known.

Picture courtesy of Mortons Archive
(www.mortonsarchive.com)





JUST THE TICKET, ROGER

"So all you tickets, I just want you to dig me". So sang a youthful Roger Daltrey, insisting he was 'The Face' on that legendary High Numbers single. It set me thinking; just what scooters around in 1964 would have fitted the Mod hierarchy?

As we know, the Mod cult was as regimented as a military unit. There were majors, captains, sergeants, and hapless squaddies. All led by the regimental colonel.

The bikes these officers, gentlemen and others rode would reflect their Mod status, and that, in turn, depended on money and style (but mainly money).

So please don't hesitate to contact Mau if you disagree with my views:

THE ACE FACE (THE COLONEL)

This couldn't be an ordinary production model. It had to be a dealer special from someone like Eddy Grimstead or Arthur Francis. Rare and expensive then; even rarer and very expensive now (unless they're fakes, aka 'reproductions'). Maybe it was the cut of the suit, or the full-length leather coat, but the guys who rode them always seemed godlike, and always had the best-looking chicks.

THE FACES (THE MAJORS)

Yes, still lots of money, and the latest Carnaby Street gear, also with top-notch, good-looking girlfriends. It was a nice club to be a member of. As for scooters, nothing less than an SX, a GT200, or an SS180; a good GS160 or TV3 could get you in, but only with lots of costly chrome and two or three-tone paint.

THE NUMBERS (THE CAPTAINS)

They all wanted to become a Face, but that took lots of determination, hard work, and generous or affluent parents, so most didn't make it. Life as a Number was good; you could misbehave on Bank Holiday beaches, groove to soul and Tamla, and find yourself

willing, enthusiastic girlfriends. The drawbacks were that you had to ride a TV2, a Jimmy-style Li150, a Sportique, or a fairly clapped-out and temperamental GS150. You also spent lots of time in Wimpy Bars while your Face mates enjoyed themselves in the local Berni or Chinese with Stephanie, Lorraine or Julie.

THE TICKETS (THE SERGEANTS)

Bought their way into the gigs, but no-one took much notice of them, particularly the girls. Couldn't afford beer, the fashions, or the pills and mostly spent time hanging around cafés or chip shops. Their bargain basement transport ranged from early little Vespas, LDs or Series 1 Li's, heavyweight German machines like Heinkels or Dianas, and even rusting old mopeds. Most were at school or college, or doing an apprenticeship. And they just couldn't wait to earn enough to graduate to becoming a Number.

THE SEVEN-&-SIXERS (THE SQUADDIES)

The bottom of the pecking order; wearing their Woolworth's T-shirts, this sad little group were uniformly under-16, broke, and could only dream about their rite of passage to the good Mod life. Their mode of transport – a bus pass or a pushbike. They were born at the wrong time, in the wrong part of town, to parents who wanted them to stop watching RSG on Friday nights, and join the Army instead. Squaddies by name, who could well turn out to become squaddies by nature.

ROCKERS (THE ENEMY)

Attitude and style firmly rooted in the 1950s. BSA Beezers and Triumph Bonnies for some,

thumbing a lift for others – but none of that Japanese rubbish that's starting to come into the country. Vince, Ted and their mates all insisted on oil-stained fingers as a badge of honour. Unlikely to meet up with Tickets at the café though; different cafés took pains to cater for different types of customer, on account of the fact they preferred not to have their furniture and windows smashed-up.

As mentioned earlier, you may disagree with this rating system of how different scooter models featured in the pecking order. If so, share your views with Mau. But just look how times have changed nowadays. The dealer specials are still up there at the top. But today, would you think of putting a TV2 or a Series 1 Li right down the pecking order? I think not. LDs, particularly if fully loaded with period extras, have a huge following; early Vespas (and I mean really early) can change hands for ludicrous prices, so they can end up as style icons in Italian cafés and boutique windows.

Another big change is in what's now considered to be perfection. In the 1960s, proud owners wept buckets if their pride and joy picked-up a paint scratch or dent, and paid good money to get it fixed. Today, original 60s models are eagerly sought-after if they still have the damage picked up over the last 50 years. Whereas a beautifully and expensively restored equivalent is considered less desirable and can sell for less.

All this means that Roger Daltrey's words from 1964 have now been turned on their head. Today's Faces and Numbers would be overjoyed if they could get their hands on what used to be sneered at as a Ticket's set of wheels.

Dick Smith

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	Dual Seat Cover (Cream & Red) £90.00		Drive Side Bearing Flange (Steel) £9.95		LI Series Flywheel Cover (Polished Stainless Steel) £20.00		TV/SX/GP Slim Front Dampers a pair (Escorts) £22.00
	Side Panel Handle Assemblies (Pair) Early Series 3 £20.00		CDI & Regulator Mounting Bracket (Series 1 & 2) Polished Stainless Steel £25.00		Rear Suspension Unit (Series 3) Red Spring (300mm between centres) £35.00		Final Drive Bearing (SKF) £24.00
	GP Drum Brake Fork Links with Damper Mounts (a pair) £50.00		GP/SX/TV Silentblock Bush (3-Holes) SIL (a pair) £18.00		Drive Side Oil Seal 33.50.6 (Viton) £6.95		Round Mirror with 11" Chrome Stem & D-Clamp (Set of 10) £49.95
	150cc Crankcase without Silent Block Bushes (Thicker cylinder flange) £199.95		LI/TX Disc Brake Fork Links (a pair) £50.00		LI150 Gear Box (Indian) 4 Gears & Cluster £100.00		LI Series 1, 2 & 3 S/S Locking Petrol Cap Cover with Keys £9.95
	Fork Link Extra Large Disc Brake Lower Buffer (Bolt in Type) £3.00		Gear/Clutch Trunnions in Brass (Set of 3) with 3.5mm Allen Key £4.50		42mm KBA Clubman Exhaust & U-Bend £85.00		Inside Legshield Spare Wheel Carrier (Chrome Silver Paint) Series 3 £45.00
	Handlebar Levers Series 1 & 2 (Small Ball End) £9.95		Clutch Compressor £25.00		Rear Brake Pedal with Black Brake Pedal Rubber & Bush £15.00		Rear Horizontal Spare Wheel Carrier (Chrome Silver Paint) Series 3/GP £35.00
	Lambretta Model 125 C Scooter (Innocenti) £2,000.00		Lambretta Model 125 B Scooter (Innocenti) £2,800.00		Lambretta 125 LC Scooter (Innocenti) Cream £1,995.00		NSU Lambretta Scooter (German) Light Blue £3,000.00
	Lambretta LD125 MK I Scooter (Innocenti) £1,995.00		Lambretta 125 F Scooter (Innocenti) £2,500.00		Lambretta 125 Model A 3rd Series Scooter (Innocenti) restored by Vittorio Tessera £12,500.00		Lambretta Model 125 E Scooter (Innocenti) £3,000.00

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Golden oldie

Lee Willis can claim to own one of the oldest production Lambretta scooters – a Model A of 1947 vintage. He has allowed *Classic Scooterist* exclusive access to his little gem of a machine and an insight into the genesis of the Lambretta brand.

Being one of the first 152 Model As off the Innocenti production line marks Lee's A as a 1947 model. This being the first part year of mass production of what was to become a vehicle sold worldwide in vast numbers.

THE MODEL A HISTORY

Originally registered from new in Alessandria, near Milan, Italy, in 1947, Lee's Model A sadly ended up alongside another well used and sadly bodged-up example of the type in the auto jumble at Novegro (Milan) in 1988. Towards the end of the last day of sale both Model As remained unwanted, so one example was purchased by Colin Bathe and the other by Howard Chambers to ferry back to new homes in the UK. Both neglected machines were to

undergo a transformation and be returned to pristine condition. Colin relied on the masterwork of Vittorio Tessera and the skill of his workshop, also near to Milan, to undertake a total rebuild to 'as new' specification. The results can be described as truly stunning and a wonder of precise study into the perfect original styled finish.

Sadly, in 2011 Colin passed away after a short illness; he was both notable as a collector and restorer of Lambrettas and was an original member of the VMSC. As such he would be missed by his many friends including Lee Willis, also something of a collector of the 'shaft drive Lambrettas'.

Before his untimely death, Colin agreed to sell his prized Model A to Lee. The little Lambretta would go to a good home.



Lee Willis with his Model A



LEE'S MODEL A

Being an early production first series model, Lee's A has all the keynote examples of this early batch. Possibly the most clearly visible feature is the 'pad' type saddle, followed by the chrome plated wheel rims – both features to be superseded in later production – as well as the less obvious dual purpose ignition/toolbox lock.

A more traditional saddle would grace later models, a less expensive silver paint finish would be applied to the rims and simpler, cheaper items would be substituted in the latter part of production.

Most Lambretta enthusiasts are not familiar with the details of this very first Innocenti scooter, so let's allow Lee to take us on a detailed trip of this fascinating machine...

Some details are not immediately apparent and are unique to this early model. The ignition/toolbox lock has already been mentioned, but there are other nice touches including the handlebar press button that flashes the headlamp.

There is a beautiful angular sculpted petrol tap situated under the tank (Lee remarked that it is not quite petrol tight!); a rocker-type gear foot change to select one of the three gears and, for those not sure what gear that might be, a chrome plated and highlighted in red paint gear indicator, neatly set in the right-hand legshield (this is controlled by a Bowden cable from the gear mechanism). The rear brake lever sits behind the gear rocker on the right-hand side of the footboards, to allow heel operation.

The light switch and flasher are accompanied on the two part tubular chrome handlebars by the pretty much standard left

"There is a beautiful angular sculpted petrol tap situated under the tank (Lee remarked that it is not quite petrol tight!)"

hand clutch lever and right hand front brake lever and throttle twist grip with signature green hand grip as matched on the left. All cables are cunningly hidden within the tubing and framework to give a pleasantly clean look to this little scooter.

Below the bars sit the pressed steel forks and its ingenious twin rubber bushed cantilever suspension 'arms' that provide the resistance to road bumps as the forks slide up and down. The rear suspension is, however, almost an afterthought with just the little 7x3.50 pneumatic tyre and the twin seat springs taking up any irregularities in what were notably poor roads in contemporary postwar Italy!

Behind the seat is a particularly capacious lockable toolbox with a fixing rail to accommodate external luggage and, under the seat, is the six litre fuel tank for 5:1 two-stroke mixture giving a range of around 200 miles to the tank full. The toolbox has a rectangular rear light fitted to the rear. There was no provision for the as yet unlegislated stoplight. While, at the rear, there was also a provision for a strange triangular shaped number plate which was dropped very quickly by Innocenti.

The engine has a kick-start lever on the right-hand side. The mechanical klaxon horn is operated by a chrome plated foot lever that protrudes from the left hand side of the main



frame, again dropped quickly and replaced by a more conventional electric system.

There is a simple welded construction frame type, foot operated stand situated under the main body frame that is held in the 'up' position by a not-too-convincing sprung steel clip.

All-in-all, and as must be expected in a new venture into the unknown world of the motor scooter, the Model A was a simple, but accomplished machine and arguably 'work in progress' for Innocenti's design studio. However, the very clever, innovative shaft drive engine as seen on the Model A would remain the prototype for all preceding models up to the very last Model Ds and LDs, with items such as pistons being continued throughout the span of this development cycle.

Many thanks to Lee Willis in allowing free access to a remarkable piece of scootering history.

Lambrettista

Lambretta 125 Moto

Let's turn back the clock to 1947, to the days of the first production line Lambretta and the genesis of a scootering legend.

IN THE BEGINNING

It was a brave decision to diversify production at the Innocenti factory in Milan from manufacturing inanimate steel tubing (mainly for scaffolding for the construction industry) to designing and building a small, cheap, utilitarian motor scooter. The result, after a few rejected design concepts, was the little Lambretta Moto. Unique in its realisation with a ground-breaking engine design to match, this small motorcycle gem was nothing short of a work of genius.

Previous motorcycles were, almost universally, of the established tubular steel frame with large wheels type, being evolved from not much short of a heavy bicycle with an engine. When viewed in the now almost forgotten mindset of the postwar years of austerity and shortages, the population of war-ravaged Europe had to be content with dull, often unappealing, utilitarian products. The new Lambretta motor scooter must have come as a welcome surprise to postwar Italian consumers – not only were they being offered cheap affordable transport that didn't need pedalling, but they were faced with a brilliant and desirable design concept sparkling with classic Italian style.

THE MOTO DESIGN PRINCIPLES

The design concept started with a basic box spine made from steel pressings and similarly constructed rubber cushioned two-part sliding pillar front fork assembly. The box spine was coupled to a totally new concept in engine realisation incorporating a combined rear wheel. This engine was rigidly fixed to the rear of the supporting spine section.

Rear suspension relied solely on the pneumatic tyre and seat springs to absorb shocks. A front hub assembly fitted with a tiny 7 x 3.50in wheel that matched the rear set up was carried between the combined two piece pressed steel forks/mudguard assembly.

Innocenti's expertise in pipe manufacture was utilised to supply twin parallel half loop supports for the passenger seat, to which was added an underslung six litre fuel tank and a large rear luggage box and light mounting. This rear box was situated above the pressed two-piece steel rear mudguard.

Matching the chrome plated twin tube concept, the upward and outward flared handlebars carried the clutch lever on the left and the front brake lever and throttle twist grip on the right-hand bar. All cable controls were hidden to give a clean look to the front of this little Lambretta. The twin handlebar stems, rising up from the front fork assembly, provided (via an aluminium clamp) a mounting point for the round front headlamp.



Little cowboy original advertising brochure

The seat for the first production variants (1947) was a rounded, square shaped, sprung 'pad' covered in leather in either cream or dark brown. Later production models encompassed two more conventional sprung frame seat design types. The latter used a single horizontal main spring with a dark brown cover which later became the standard on all the subsequent Model Bs, fitted over a flat spring support base.

Access to work on the engine was simplified as the entire back end swings up and over the engine by undoing two bolts and the fuel pipe.

ENGINE BREAKTHROUGH

Innocenti had designed a totally unique engine for its new two wheeled business venture – an engine, with ongoing developments, that would stay in production for over 10 years. So ground-breaking was this new design that its compactness and unitary construction wouldn't seem out of place in the 21st century.

A basic proven concept of a piston-ported, upright cylinder, air-cooled, two-stroke was chosen as the basis for the new engine. The innovative parts were the shaft drive hidden in an oil chamber, being driven from the crankshaft via bevel gears to the rear axle and hub. A front mounted, easily accessible clutch was another appealing innovation. The gear change to the three-speed gearbox was operated via a rocker-type foot change (the only Lambretta to use this selection method).

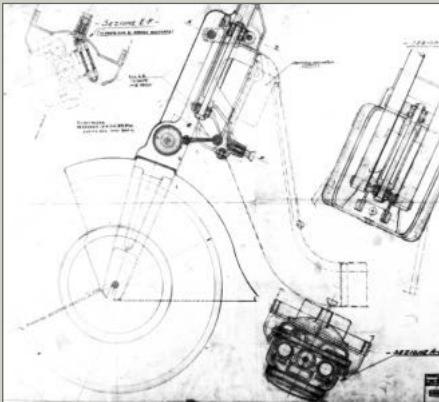
Electrics were provided via a six-pole stator for lighting and ignition. Lighting was controlled by a three position switch situated

to the rear of the headlight in the centre of the handlebar yoke. The centre position being 'off' for daytime running with 'main' and 'dip' to the left or right positions. Early models had additional electrical functions that included a key operated ignition switch behind the seat and a neat headlamp flasher micro switch built into the left handlebar tube.

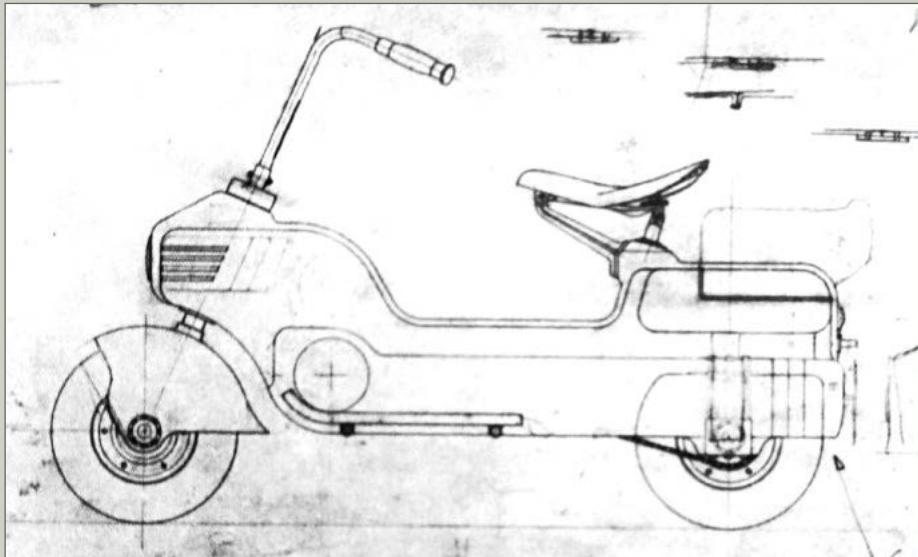
In what was to become the accepted scooter practice, the new Lambretta's wheel rims were manufactured in matching pressed steel symmetrical halves that were secured onto both front and rear hubs by three nuts which doubled as security to hold the two rim halves together. Rims were interchangeable front and rear.

The braking system appears, to modern eyes, somewhat strange in configuration – the braking surface being copper riveted to the hub linings rather than to the shoes, as in more conventional practice. Strange as this seems, this was an accepted contemporary engineering solution in the US when applied to braking on light motorcycles or scooters.

The front brake was bowden cable operated via the handlebar lever as was the rear brake, but this was operated via a foot pedal that, over the model's relatively short production run, changed position from either side of the rear of the footboards.



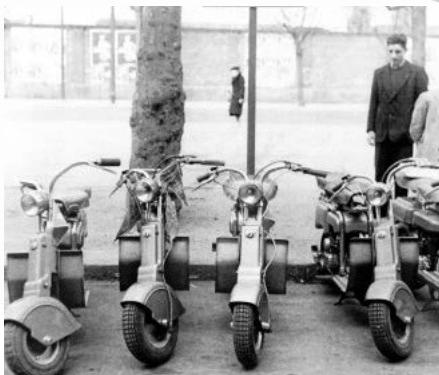
Model A blueprint



The first design prototype



The second design prototype

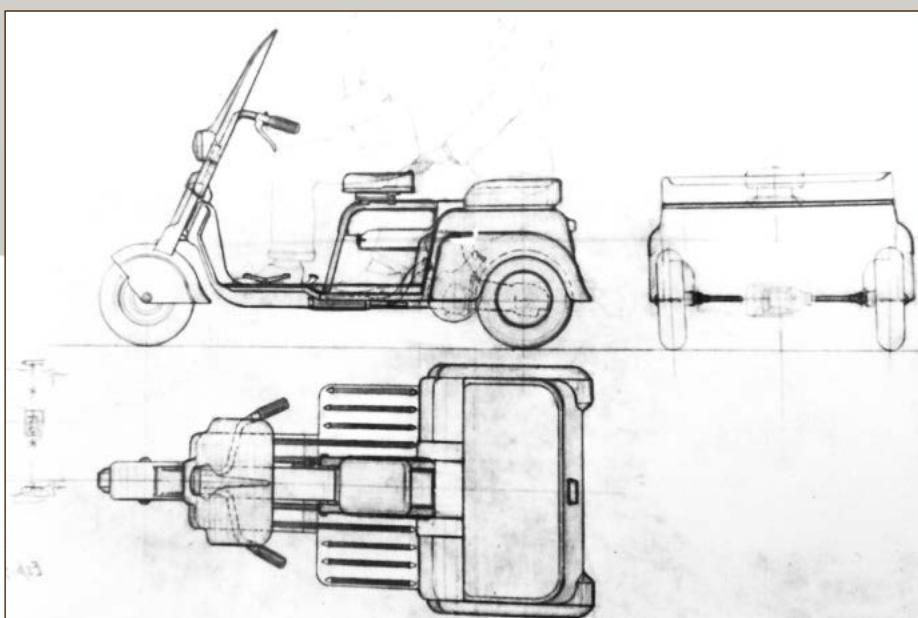


Model As of the Lambretta Club Milano

THE DEVELOPMENT CYCLE

In some respects, and as this new venture by Lambretta amounted to be a prototype – perhaps even a ‘shot in the dark’ – the new Lambretta Moto was bound to be revised, as problems arose during production with feedback from the end user and the newly appointed service agents. It would now appear that there were three clear updates (to call these ‘Marks’ is felt to be too grand a title) to the production. At this point it should be mentioned that Vittorio Tessera, the world’s expert on the genre, would suggest that there are in fact six production revisions. While bowing to the acknowledged field leader, but for simplicity’s sake, we’ll attempt to list the main three variations with apologies to Vittorio for this blatant display of our ignorance on the subject:

1: The first, approximately 150 – encompassing largely the 1947 and early 1948 production run. These were distinguished by having the rider’s seat pad as mentioned, a mechanically operated klaxon (in body colour, rather than a silver finished electrically operated horn), a headlamp flasher (button on the left-hand handlebar), a locking



Blueprint for a three wheeler

toolbox and ignition key behind the seat, chrome plated wheel rims, a fabricated steel (body colour) stand held in place with a sprung steel engine mounted clip and a ‘flat’ gear change foot rocker lever.

2: The 1948 production, featuring a conventional twin spring sprung saddle, a kill switch on the frame where the klaxon lever was fitted on previous models with an electric horn switch in place of the headlamp flasher and a matching electric horn in silver finish, a more upward curved gear change rocker, same fabricated steel stand with a helical return spring, silver painted rims and a simplified toolbox catch. At some point of this variant the rear brake moved to the left side of the footboard and a six-bolt rim was introduced – this, as an 8in version, was to remain the standard fitment throughout the shaft drive Lambretta production.

3: Final production, as second revision, with a single horizontal sprung saddle and a silver painted cast-iron stand.

PAINT COLOURS

From information available, there are four known colours identifiable: Verde Olive

Scuro (Dark Olive Green – 8022); Rosso Scuro (Dark Red – 1020); Bluette (Blue – 8017) and Avorio (Ivory – unknown). Numbers in brackets are Lechler paint codes.

Note: Vittorio Tessera refers to six colours in his published book on the subject, as does the contemporary sales brochure for the Model M.

MODEL A?

Readers may well be bemused by the fact that the new Lambretta Moto has not been called the ‘Model A’? This given name has been avoided on the grounds that the first production Lambretta was retrospectively named the ‘A’ following the advent of the new model range dubbed ‘Model B’, on the obvious grounds that this was the second model exiting from the Innocenti works. Sorry to those feeling that this oversight was overly pedantic.

Lambrettista

Many thanks for the generous permission to use original pictures from the archives of: Lee Willis, Howard Chambers and Vittorio Tessera

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The Autowheels SS200 Tornado

Dealer specials originated with Andre Baldet in 1957 and were subsequently popularised by Eddy Grimstead. After 1966 they acquired a new urgency as the Mod market started to follow the commuter one into oblivion.

While most people are aware of the well-known dealer specials, in fact any dealer could (and often did) tweak the spec of an SS180 in order to try and grab sales in a declining market. Not all their efforts have been recorded, and from time-to-time an unknown example surfaces, as is the case here.

In 1968 Roland Bucklow bought a new SS 'Tornado' from Autowheels of Dartford. The spec changes were fairly typical for a Dealer Special – basically a second colour (choice of red or blue) over a white SS, and a 200cc barrel and piston fitted. Plus a 100mph speedo (or, quite possibly, an 80mph speedo with a 100mph face)!

Apparently Roland's example also came with a blue leopard skin seat.

Two years were spent messing about with various accessories and even fuel injection (presumably Wal Phillips) was tried at one time. Eventually the SS was sold to Grimsteads in 1970 leaving us with just this photo of an Autowheels Tornado.

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Nearly 50 years on, Grahame uses his SX as his daily runaround. It's nice to see such a rarity been used rather than locked away somewhere



The American invasion

From the success of the TV200 in the UK, Innocenti finally realised there was a demand for the 200cc Lambretta. With the rights of the TV 200 tied-up by Lambretta Concessionaires, the answer lay in a new upgraded design, and so the SX200 was born.

Now armed with the most powerful production scooter ever made, the future looked promising. With strong European sales guaranteed, Innocenti would attempt to finally break the hardest market of all – America.

Lambrettas had been exported to the USA for several years and though sales had been steady they had never really taken off. Reasons for this were difficult to understand, but one key fact stood out.

America is a vast country with roads and highways stretching thousands of miles. With a moderate top speed at best, travelling long distances on a Lambretta was not a viable option. The improved performance of the SX200 led Innocenti to believe it would appeal to the American public.

From offices on 38th Avenue, Long Island City, New York, the official USA Lambretta importer took stock of what was believed to be about 2000-3000 machines in late 1966.

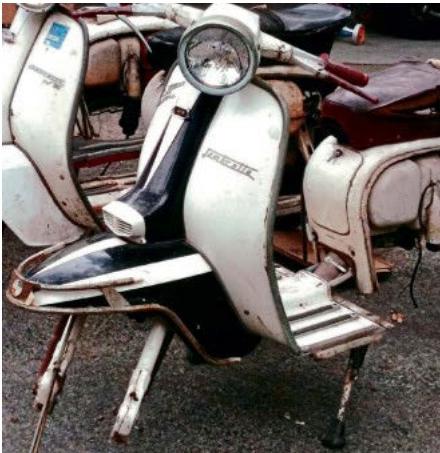
Lambretta agents rapidly started up all along the east coast of America in anticipation of a sales boom – unfortunately it never happened. Despite intensive promotional schemes, combined with protected sales area franchises, the American public rejected it. For Innocenti, the American dream was over. Why the Lambretta didn't succeed in the USA we'll never know, but it wasn't for the want of trying. They did continue sending small amounts of Lambrettas there until production ceased in 1971, but this only contributed to a fraction of their sales.

THE PHOENIX ARISES

Recently, long-time Lambretta enthusiast Grahame Fowler unearthed a rare American specification SX200. Discovered in Pennsylvania on the east coast, it's believed to be one of only two shop specials done for promotional purposes in 1966. Though in a rather neglected state, Grahame sent it to the UK for renovation and cleaning work to restore it to its former glory.

The paintwork was the original Innocenti factory white overlaid with black, and in parts seems to resemble the Batmobile, the iconic car that belonged to Batman.

With the handlebar grips, lever gaiters and kick-start rubber finished in red, it definitely gave a unique and striking finish to what had originally been a plain white SX200.



Getting ready to be sent to the UK for renovation.
Note the rather large round headlamp; thankfully Innocenti never put this design into production



Midway through cleaning; as years of dirt and grime are removed even the running-in instructions are still intact



The Classic 'V' line paint scheme commonly seen on many Slimstyle Lambrettas today. But back in 1966 this could have been one of the first examples of this type of design

With only 8000 miles on the clock, the engine was in pretty good shape, having never been apart since leaving the factory. Only the oil seals were changed with nothing else being replaced. Still running with points ignition, the engine fired-up second kick and has run perfectly ever since.

The final piece of the renovation was sorting out the lights. In America, regulations on lighting varied from state to state. Most Lambrettas exported there used standard units, but some states required bigger front and rear lights. Grahame's example was found with modifications consisting of a 6in headlamp conversion and a much larger rear light, known as the 'Stinger'.

The headlamp had an extended housing that screwed into the original rim threads, upon which, a sealed round lens was attached and connected to a separate junction box. Though it offered a much brighter and wider beam, its appearance was rather ugly to say the least.

The rear unit was slightly wider and deeper than standard in order to house the much bigger light lens. Rather than appear intrusive,



The much larger 'Stinger' rear light unit and lens combine well with the reverse flash on the side panels



The completed renovation shows what good condition the Lambretta is still in, even underneath the sidepanels – as good as the day it left the factory

it actually complemented the frame and gave it that classic American car look. Both units were manufactured by Innocenti and are clearly stamped on the housings. The rear lens has been supplied by Lucas of England.

This goes to show the lengths Innocenti was prepared go to, just to get into the American market. Though Grahame still retains the headlamp conversion, he prefers the original CEV one, as it's far more aesthetically pleasing

to the eye – and who can blame him. Once restored, the Lambretta was shipped back to Grahame and it now resides in his collection. He rides it regularly around the crowded streets of New York; many people stand and admire the Lambretta as he rides by. If this much interest had been taken back in 1966, then Innocenti's American invasion just might have succeeded.

Stuart Owen



Riding with Nottingham Outlaws SC

Before he'd ever got onto two wheels, the furthest Ken Clifford had ever gone from Nottingham was on the bus to Mablethorpe. When he discovered two wheels the world soon became his oyster!

Ken didn't know much about scooters when he first got interested in them. He'd mucked about with old motorbikes and had a 1939 Triumph 350 which leaked more oil than a blow-out in the Gulf Stream. However, just round the corner from Ken was a guy who had a Vespa and he told Ken he was in a scooter club. He was, in fact, the head of Nottingham Outlaws Scooter Club. So with that in mind, Ken went and bought a scooter, though as he said, he didn't know a Vespa from a Lambretta!

Off Ken went to Blacknells, situated on Arkwright Street, Nottingham. Their showroom had large windows filled with a myriad of scooters including a Puch Alpine. The dealer told Ken that he had some old Puch's, but the Alpine was the new model. Ken was struck by the two-tone blue scooter with its electric start, 12v lighting, and sprung saddle seats, so he bought it. It was, in Ken's words "a beautiful scooter to ride".

In 1959, complete with his Puch Alpine, Ken joined the Nottingham Outlaws, a club that catered for all manner of scooters and light motorbikes. The Puch Alpine lasted for a year-and-a-half before the power dropped off; despite taking it back to Blacknells, nothing seemed to cure the scooter, so Ken traded it in – but not for another scooter – he chose a Triumph Tiger Cub motorcycle instead.

Mind you, Ken wasn't alone in the club in having such a machine, as two others did the same. All three had bought their motorbikes with the intention of travelling to Italy on them. Needless to say for a variety of reasons, including an accident, none of them made it. That ended Ken's time with motorcycles.

A further year-and-a-half passed before Ken was back on two wheels again, after buying a silver Vespa GS 150 from Blacknells. Ken describes the GS as a brilliant scooter which

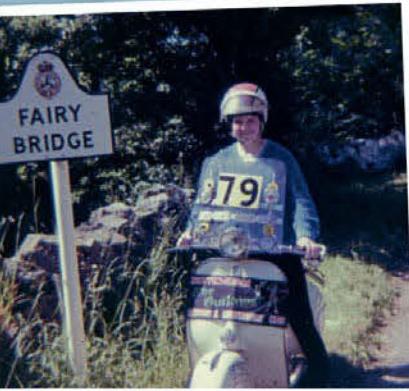
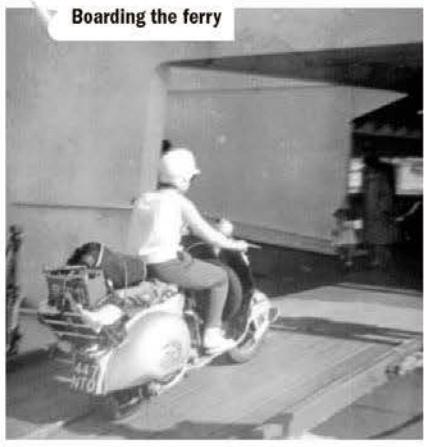


Negotiating a few obstacles

was both reliable and powerful. The silver GS 150 covered many miles with Ken often popping to London to go to the airport to do some plane spotting. In fact, when the M1 first opened, the club made a special trip just to travel along it, covering the first 60 miles of the motorway that came into use. He also competed on the Isle of Man on the scooter.

Ken first met his future wife Sandra when she joined the Outlaws. She owned a Capri, which he thought was one of the new Ford cars – but she actually meant a Capri scooter, a 70cc model that Ken thought she was a dangerous rider on. When he first saw it, he told her to ride it up the street – which she did, neatly mounting the pavement before

Boarding the ferry



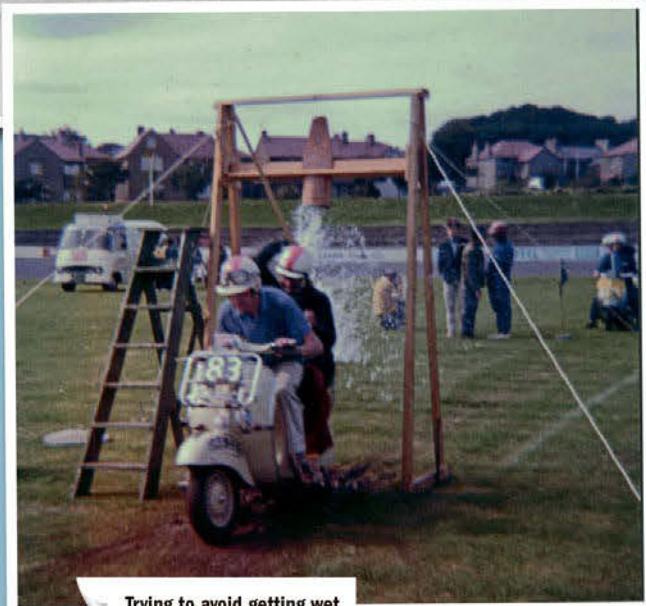
Fairy Bridge – don't forget to greet the fairies!



Moto Rumi Bol'Dor



On the podium



Trying to avoid getting wet

going round a lamp-post. Ken quickly told her to get off of it before she killed herself. Sandra claimed she hadn't had it very long, but never went out on the Capri on her own again. Ken eventually bought the Capri off Sandra so that his brother could have it.

In 1964 Ken changed the GS 150 for a white GS 160. This bike saw Ken and Sandra travelling to Cornwall on holiday with an army kitbag on the back and another between Ken's knees; a front carrier was fitted with more bags and their tent strapped to it. The scooter wobbled along, due to the amount of stuff it was laden with. At one point a following motorist was sounding his horn, as items from the kitbag were falling on the road.

The pair stopped, rushing back along the road to collect items that had fallen out. They made it to Devon before the front wheel tyre split, dropping the scooter onto the now tubeless and tyre-less rim, toppling them over

onto the side of the road. This tyre change was the second of the trip as they'd already had to change a tyre which had blown as they reached Leicester.

The Outlaws met every week and at weekends, so Ken and Sandra spent most of their time getting out and about. On a Sunday afternoon they'd meet outside the council house before setting-off on club runs. Ken would always have his Primus stove with him, along with army mess tins and a supply of sausages and beans, so that there was food available wherever they went.

The Isle of Man was a regular club trip with Ken being a regular competitor on the island and he competed in all of the events. Ken and Sandra made their inaugural trip to the island in 1962 and that year the event was an international rally and not a motor scooter rally. The 1962 event also saw an assembly rally so Ken travelled from Nottingham through

various towns and checkpoints, getting to Betws-y-Coed in North Wales before getting to Liverpool and the ferry to the island.

Ken didn't miss one checkpoint. This same event saw Ken come a cropper; having rounded the bend behind Kates Cottage, he discovered the road had been repaired and no white line had been painted back in. He took the corner too sharply, hit the bank and came off. Thick fog didn't help either, as he'd been leaning over the front of the scooter peering at the white lines on the road to see where he was going – only there were no white lines – hence the crash! Ken recalls that during the 24 hour race on the island, Vespa would send round a couple of vans to pick-up stranded Vespas, and Lambretta sent round two trucks to pick up stranded Lambrettas.

The 1964 event saw sprints at Jurby Airfield and Ken remembers 150cc GS Vespas out-accelerating the 160cc GS Vespas.



A pair of Vespa SS 180 scooters

Sandra's favourite memories were of the night-time events. One year Ken rigged up a number of lights round his map board so he could see where he was. However, the light set-up lasted half a lap before going out and didn't work again! In another event Ken went into a checkpoint 30 seconds too early and lost any chance of securing a gold or silver award, ending up with a bronze.

The island's Fairy Bridge also cast its spell on Ken and Sandra. Local tradition is that people greet the fairies at the bridge, and if you don't, then woe betides you. The first year Ken rode competitively on the island he hadn't done this and thus an accident at Kate's Bridge happened.

The second year he again didn't greet the fairies. This time his number plate fell off – despite four screws holding it on. He ran back, picked up the plate and was soon on his knees greeting the fairies!

The Nottingham Outlaws grew as a club and club members didn't just ride Lambrettas and Vespas. One member, Terry Underwood, had a Moto Rumi Bol'Dor, which Ken said sounded like a jet engine. This caused local police to go to Terry's house to tell him that he was racing the scooter. Slightly put out, Terry told them that was just how the Rumi sounded. Other club members had Heinkels, DKR Defiants and Arial Leaders among the Vespas and



Lambrettas. The club also had close ties with the Burton Brewers SC, who they used to meet up with.

In 1966 Ken bought a red SS 180. By this time the family started to grow, so a sidecar was fitted. The SS had the added extra of the legshield toolbox which one of Ken and Sandra's friends decided would be a good hiding place for a Babycham glass that he'd swiped from a pub for his girlfriend. Having done the deed, he promptly stashed it in the toolbox, shutting the door and smashing the glass!

In 1967 Sandra and Ken had a baby daughter, so didn't make the IoM, but they were back on the island in 1968, complete with sidecar! The SS eventually wore out with all the miles that Ken did on it. By this time

the family had grown and with Sandra, two children and a dog, the sidecar was becoming rather cramped.

Ken and Sandra talk fondly of their time on scooters; it was a big part of their lives where they met many friends and saw many places. Nowhere was too far any more. They recall entering events at Wicksteed Park – events like the 'Scooter Pair' competition in 1965 (and not winning!); having matching club jumpers with Robin Hood on them; going to Mablethorpe; and rallies in Leicester.

Being a Vespa man, the only Lambretta Ken ever had was a Vega – this he sold after coming home from work one day to find his 12-year-old son pushing it out of the garage towards the road; so it went.

Ultimately, family needs saw the scooters being sold and buying a car. They still see some of their old Outlaw friends, and friends from other clubs, and it's clear that scootering had a massive effect on their lives.

Colonel Mustard





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**A LIGHTWEIGHT
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Vega 140 TT

Tony Tessier's scootering pedigree goes back to the 1960s when he took part in events like 'Scoot to Scotland' and the Milan-Taranto. So how did he come to enter the Beamish Trophy Trial for motorcycles in 2014?

BEGINNINGS

In spring 2012, I was invited to participate in Lammie Drive 2, a 6000-plus km month-long Lambretta trip from Cape York, the northernmost point of Australia, to Melbourne in the south. The event was scheduled for summer 2013. The journey's first 1000km would be on dirt roads of questionable condition, so I decided to build a Lambretta that would be up to the task.

INSPIRATION

I'd visited Vittorio Tessera's museum in Milan for its opening the previous year. One of the bikes I'd seen there was the Lambretta Vega, built for Tullio Masserini (a well-known 60s Italian Lambretta competition rider and dealer) for the International Six Days Trial back in the early 70s. I'd ridden with him in the 1968 Motogiro D'Italia and more recently again in the 2009 event, where he rode a vintage Moto Morini motorcycle (Masserini won the 1969 Motogiro outright on his 1969 Lambretta DL200). His ISDT Vega was fitted with several modifications to improve its off-road ability.

I thought I could do better! I've always liked the Vega (see picture A) and indeed had built one from new parts back in 1970. My thoughts were that its light weight would be an asset when hauling the bike out of muddy potholes, and that its engine offered a lot of scope for tuning to cope with my 'fat bastard' physique!

I acquired a donor bike in fairly good shape from Italy. It was a 1969 Vega 75S, straight and unmodified. I had wanted to entrust the build to RLC, who've prepared several bikes for me previously, but their order book was full in the timeframe I had in mind, so I decided to try to manage the preparation myself.



The donor bike

FRAME AND BODY

One of the first considerations was to give the Vega increased fuel capacity to cope with the widely spread fuel stops we'd encounter along the Australian route. I'd need to carry enough



Tullio Masserini's
ISDT Vega 75

fuel to allow at least 200km between stops. I contacted Frank Sanderson at Lambretta Innovations, to see if he'd be interested in fabricating a long-range tank for me.

We also discussed building some uprated front suspension and braking as well as handlebar bracing similar to that used on the Masserini bike.

ENGINE

Next, my attention turned to the engine. Talking with several enthusiastic and knowledgeable members of the Luna Owners Club online forum, it seemed that a 140cc reed valve conversion was the way to go, based on Starstream 125 engine internals, and that Martin Cook of Chiselspeed came highly recommended to do this work.

ELECTRICS

I also wanted reliable electrics, so decided to ditch the original components for a Varitronic setup. I also opted to fit a Vapor Voyager combination GPS/speedo instead of the standard Veglia unit. So, I removed the engine from the frame and arranged to take the bike to the UK (I live in France now) just before Christmas, to meet with Frank Sanderson at Lambretta Innovation and Martin Cook at Chiselspeed.

MAKING THE MODIFICATIONS

First stop was Chiselspeed, where Martin was commissioned to transplant a set of Starstream internals into the Vega motor and do the magic necessary to install a reed valve conversion and increase capacity to 140cc. Martin cleaned and powder-coated the Vega case satin black and fitted the Starstream internals. He fitted a 26mm flat slide Mikuni carb with a foam filter. He rebuilt and balanced the crank with a new rod and Kawasaki piston and reprofiled the cylinder head, fabricated packer plates for the barrel and fitted the Varitronic stator and flywheel.



Assembled engine unit - Vega case with Starstream internals

We decided to ditch the original rear spring and damper unit in favour of a BGM unit from a Series 3, so Martin fabricated the necessary spacers and washers. Lastly, he replaced the original Vega 3-stud rear hub with a 4-stud hub from an Indian 'Sunny' (Cento) from Scooter Restorations, so I could use standard SIP alloy wheels and Heidenau mud and snow tyres.

Next stop was with Frank Sanderson, who proposed an auxiliary petrol tank somewhat like those used on the Vespa 90SS, rather than the all-in-one tank I'd had in mind (see picture B).

He also suggested grafting a Scomadi fork loop onto the Vega fork stem, and using external sprung shocks. The front end would be completed using a single disk hydraulic brake complete with anti-dive and a front mudguard from a Model D.

This would also allow the fitting of a SIP alloy front wheel to match the rear. Frank also fabricated the brace for the cast alloy front handlebars and a rear carrier to cope with the panniers I'd have to use in Australia. Before assembly, the frame and forks were stripped and powder-coated white.



Scomadi fork lowers grafted onto Vega stem with anti-dive hydraulic front disc brake



Fabricated handlebar brace and Vapor Voyager GPS/speedo unit



Frame assembly with auxiliary tank and rear carrier



Dry build in Frank Sanderson's workshop

At one point Frank and Martin shuttled the engine and frame between their respective shops so that final wheel alignment could be checked. Martin spun-up the bike on his dyno, to reveal 8.5hp at the rear wheel (standard is about 5.2hp for the 75cc Vega).

FINAL PREP

I collected the bike early in the New Year to do the finishing touches. Unfortunately, I hit a number of snags. First, the new placement of



the carburettor got in the way of the clutch and gear selector cables.

Martin kindly made an updated inlet manifold to alleviate that problem. Next, I was unable to make the new front brake work – I'd never worked with hydraulics before and had no idea what I was doing!

I'd searched for a place to mount the HT coil and regulator from the Varitronic and decided to hide these inside the frame above the rear mudguard. However, when I did that, nothing electrical worked! (see picture C).

By this time I'd missed the deadline for air freighting the finished bike to Australia for the start of Lammie Drive and had to withdraw my entry. Damn!

The bike sat for several months in its non-working state until I decided to enter the Beamish Trophy Trial, held in County Durham UK, in September 2014 – an event put on by the Vintage Motorcycle Club (VMCC).

As well as having to ride on some arduous terrain, riders also have to answer questions.

The 2014 event saw two Lambretta-related questions being posed to the competitors. Firstly, which company produced the Lambretta; and secondly, why were Lambrettas so named?

Left: View of gear and clutch adjusters and reed block



Regulator and HT coil mounted above rear mudguard (inside frame)

STARTING AGAIN!

I loaded the bike up again in my trusty van, this time bound for Italy. Dean at Rimini Lambretta Centre had offered to 'sort out' my problems in time for Beamish. The fixing went down to the wire, as RLC struggled to undo some of my errors. They took a look at the cylinder and found that the piston was almost touching the head at full chat; so a little machining was called for. They also attempted to fine-tune the carburation, but a local shortage of Mikuni carburettor parts meant they had to switch to a 26mm Dell'Orto carb and fit a motocross quick action throttle to replace the original Vega twist-grip which hadn't been allowing the throttle to open fully.

When I returned to pick up the bike, I was treated to the sight of 'Mickey boy' Carlini, RLC's tuning whiz, doing an extended wheelie on the Vega down the road outside the workshop! We were a go at last.

After a good meal, a suitable amount of grappa and a good night's rest, came the long van drive to the UK for the start of the Beamish. Up to that point, I hadn't even had a chance to ride the bike myself. I clocked-up a whopping 4km before the start! Fortunately, when I unloaded the Vega, it started first kick and everything worked!



Crossing a ford during the Beamish Trophy Trial
(Photo: Deb Scobell)

POSTSCRIPT

→ So how did Tony get on against a field of competitors riding machines from the likes of BSA, Norton, Greeves and Excelsior? Well, he scored 85 points which netted him a Finisher's Award. No mean feat and having spoken to the VMCC organisers, they were happy to see Tony take part and get his Finisher's Award.

WHAT I LEARNED ON THE BEAMISH

THE GOOD

The bike pulled very strongly and revved cleanly. I was very pleasantly surprised with how well it ran and how little it vibrated (a normal issue for tuned Vegas). It easily reached 100kph (62mph) on the asphalt and got there very quickly. It was great fun to ride, the brakes were very good, the anti-dive magic. It was quite different to a 'normal' Lambretta in many ways.

THE BAD

The carburettor was very exposed because of the reed valve conversion. It was somewhat in the way of the kick-start pedal, but, more importantly, it was very vulnerable to knocks. In fact towards the end of the Beamish, I dropped the bike on a steep rocky uphill stage on the kick-start side,

pushing the carb off its rubber mounting and into the crankcase oil breather. This in turn poked a hole in the plastic float chamber of the Dell'Orto PHBH, causing a massive (but easily fixed) fuel leak! The other issue was the very lightweight Varitronic flywheel. While this provided brisk acceleration, it also meant the bike stalled very easily on low speed special sections. I needed to deal with both these problems before the next outing.

FURTHER IMPROVEMENTS

RLC fabricated another new reed block and manifold that allows the carburettor to be mounted much closer to the engine, also solving the problem of the clutch cable routing.



New carburettor mounting and kick-start



Left side view with aux tank

SOURCES & THANKS TO:

- Chiselspeed Tuning – www.chiselspeed.co.uk
- Lambretta Innovation – www.lambrettainnovation.co.uk
- Luna Owners Club – lunaownersclub.lifediscussion.net
- Museo Scooter e Lambretta – www.museoscooter.it
- Rimini Lambretta Centre – www.riminilambrettacentre.com
- Scooter Restorations – www.scooterrestorations.com

Tony Tessier – April 30, 2015

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April 2015: Phil Cook with the scooter he bought in 1961

1961 Lambretta TV175 S2

Phil Cook was in the Merchant Navy in the late 1950s and while on leave spent time in his local pub. Going home, he passed BH Frank Scooters in Pasture Road, Goole, admiring the new scooters on show; he couldn't afford to purchase one, but asked the owner if he'd any older models for sale...

So in 1960 Phil bought his first scooter, a Lambretta LD125. He had to push it one-and-a-half miles home from the showroom as it was a non-runner and a minor point – he didn't have a driving licence. Having got it home, he set about trying to restore it and with only two weeks shore leave left, he managed to get the engine running, using his skills as an engineer in the Merchant Navy.

Returning from a long sea voyage, he arrived home to an almost fully restored scooter (his dad had continued the restoration without his knowledge).

The LD was now grey and blue in colour; it became Phil's transport for 18 months, but due to being away at sea, it didn't get much use. However, being at sea meant Phil was able to save money from his £38 a month wage, so while on leave in 1961, he rode back to BH Frank Scooters and traded-in the LD for a brand-new ice blue Lambretta Series 2 TV175 because he liked its curves. He rode

out of showroom on a brand-new £212 scooter with accessories including, screen, tartan seat cover with matching helmet bag and panniers – it was a small price to pay for his independence and freedom. The TV175 was his only mode of transport rain, hail, snow and occasional British sunshine.



The original documents that came with Phil's TV

Phil's wife, Judith who sadly passed away in 2006, nicknamed the scooter Matilda. Judith worked in Coventry as a teacher and Phil

used to ride 200 miles on the scooter to pick her up and return two-up with luggage when he was back on land. Phil and Judith married in 1962 and the following year Judith became pregnant. Up to two weeks before the birth of their first child, she still rode on the back of the scooter. Once a family of three, the scooter became the second choice mode of transport, as a car was purchased. So Matilda was put to bed in the shed in 1964 with 9762 miles to her name.

Over the last 30 years Phil has wanted to restore the scooter, but due to life changes and other priorities he never got round to it. Then in 2014, Phil moved home and in the shed was Matilda – what should happen to her? He was offered £500, but there were too many memories in the scooter for that price. Then along came son-in-law Moxy, who took the bike to the other side of the country to start bringing her back to life.

The big decision: get it running, clear coat and ride, or fully restore? Phil wanted it to see



Judith and Matilda (TV175) on Whitby Moor



Original stickers on the petrol cap were carefully removed and replaced

"Over the last 30 years Phil has wanted to restore the scooter, but due to life changes and other priorities he never got round to it."



The condition of the TV before restoration



Start of the rebuild (garage fluorescent light doesn't show the blue colour well)

it back to its former glory; he wanted it to look the same scooter as it was in 1961 when he rode it off the garage forecourt - decision made.

With limited scooter knowledge (Moxy had restored classic cars before, but never a two-wheel vehicle), Sticky's manual and Google, he started restoring the TV175. Luckily within half-a-mile radius there was four classic scooter fanatics with a wealth of knowledge and a selection of tools!!

Taking all the panels and parts off the scooter took more time, brute force, appalling language and releasing oil than expected. Luckily one neighbour was able to help on a regular basis and under the direction of Rob Marr, the scooter was taken apart. Many freezer bags disappeared from the kitchen, as every nut and bolt was labelled placed in boxes. Most of the scooter came apart easily once drenched in releasing oil, but the rear brake had seized and the piston felt like it was welded to the top end. Original unusable

parts included a very rusty exhaust, cracked wires in the loom, a rusty horn, John Bull tyres, and the front inner mudguard, were placed in boxes. The 6v system was to be changed – maybe one day it would go back to the original set-up.

Once stripped of all the old paint, a few of the panels were much pitted and needed a lot of work prior to spraying – Phil from Dreamland Motorcycle Paint shop in Port Sunlight did an excellent job of restoring the scooter to its original colour.

After a few months the scooter was collected from the spray shop and the task of rebuilding started.

Wiring and cables were next put on using the 100 plus photos of the scooter as Moxy dismantled and rebuilt it.

Right: On the front of the horncast was a Yorkshire White Rose sticker – this was replicated to put on the restoration





Engine to go next

The engine was given to Simon Smith of SRS Auto in Heswall (a human encyclopaedia of scooter information) for him to cast his expert eye over and solve any issues to make it run perfect. The engine needed new clutch plates and a gear shim. The piston was seized and took a little persuasion to get out. To make the scooter more reliable, it was changed to a 12v electrical system and a clubman exhaust was put on. Why? Reliability...

January 23, 2015: Moxy got a call from Simon who left a voicemail: "Only two kicks

– started." Next day he was at the garage listening to a smooth running engine which had been dormant for 50 years. Fantastic. The engine was installed into the frame by Moxy and Rob in a few hours.

Moxy was left to rewire the scooter, which caused a few issues due to changing to the 12v system, but eventually all issues were solved using internet Lambretta Forums and Sticky's manual. Cables were connected to speedo and brakes. Finally, the remaining panels were replaced and the scooter was ready to MoT.



November 2014: first time the casing had ever been removed



Son-in-law Moxy with the finished TV175



The finished product. Inset: The original horncast sticker

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LEEDS CITY POLICE

When she joined Leeds City Police back in the early 1960s, Sheila Cass-Tingle never wanted to drive the police cars; it was always the scooters for her – although she'd never ridden a Lambretta in her life.

The memories from those days and the passion it created have stayed with Sheila ever since; she even kept hold of one of the original recruitment brochures produced at that time, and in which she featured. Her story has remained untold until 2015 when a chance conversation during a cab ride brought it to the surface. The cab driver was Scarborough scooterist, John Carter, and he passed that information onto Mau, who paid Sheila a visit...

After her recruitment into the police, Sheila jumped at the opportunity to become part of a new scooter mobile unit. As a result, she was sent on a training course consisting of three Lambretta riders and an instructor.

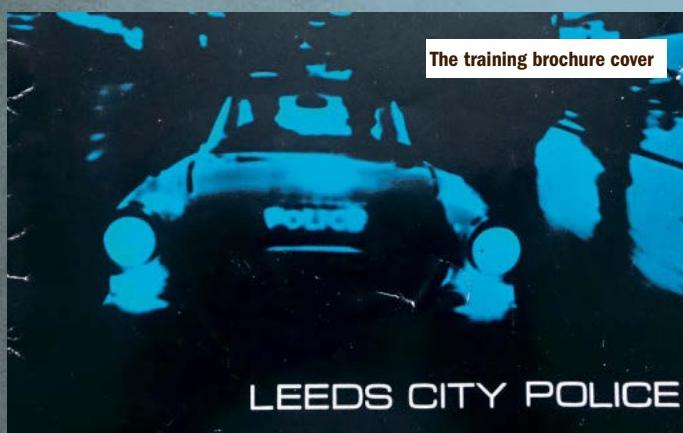
She fondly recalls that at that time, as this was a new venture, there were no set facilities for training scooter riders, so their group ended up riding around a site designed for training car drivers; once they were considered competent, this then progressed to the police instructor taking them out over the moors.

Once fully trained, the scooter mobile unit's work was divided between six police stations and sub-stations around Leeds, so the area Sheila covered was massive, especially as it included vast expanses of rural areas. Initially, the mobile unit didn't even have police radios to keep in touch, so they quite often felt isolated when out in the field.

This made keeping in touch with base quite complicated and the contact procedure was to meet at nominated public phone boxes on the hour; here base control would then ring them and allocate any jobs that needed doing. Eventually radios were introduced; they had long whip aerials (not dissimilar to what you'd find on a Mod-type scooter) to try and get the best signal available when out in the sometimes isolated areas (apparently these aerials also became as useful as a truncheon during any fracas the officers got involved in).



Sheila poses with her Lambretta back in the day



The training brochure cover

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The reverse page of the brochure



This accident mock-up was arranged for training purposes



Sheila is reunited with a Lambretta after many years
(thanks to John Carter for the loan of the scooter)



Sheila fondly remembers her days in Leeds City Police



The control room

The bleak rough terrain of the Yorkshire moors and dales did sometimes take its toll on the scooters though, and it was quite normal for bits to break or drop off. On many occasions, Sheila returned to base with the windshield tucked between her legs. Mechanically though, the scooters were fairly reliable and Sheila recalls: "We had a lovely garage-man who used to fuel them up for us and give advice on looking after them.

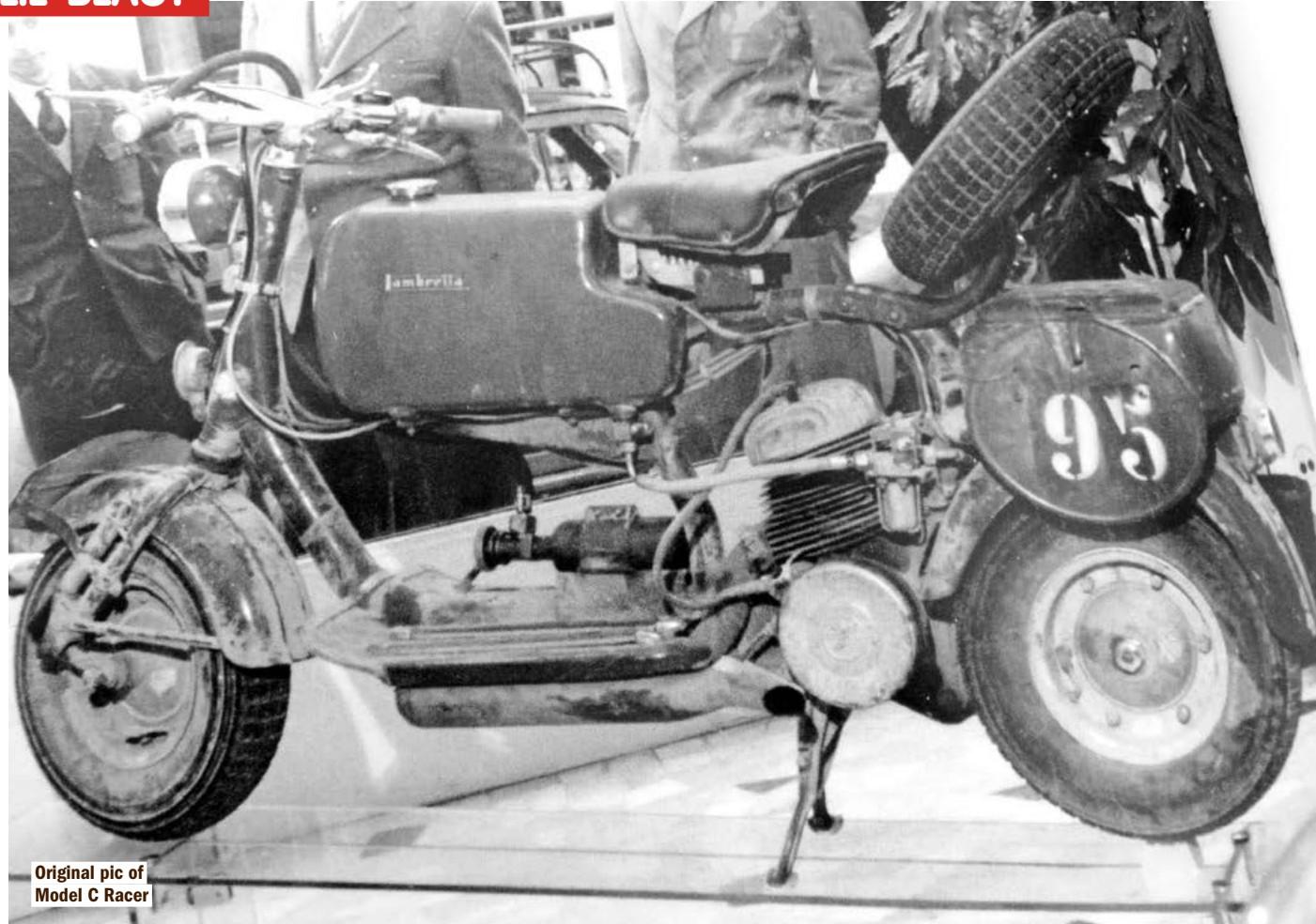
"If the weather got really bad, or the scooter wasn't available for any reason, then you had to catch the local bus! The rural location became a logistical nightmare with or without a scooter; it wasn't unusual for one job to be up on the moors, and the next down in a village or town."

Sheila served about eight years in police service on the Lambrettas, and of the three allocated to the mobile unit, she managed to write two of them off! They weren't replaced and police cars were gradually introduced instead – these were shared according to the workload. Sheila moved into CID, but she much preferred her days in uniform. Eventually she got married to Andy, a fellow police officer, and then became pregnant, so there was no way she could continue as a police officer (regulations and procedures were different back in those days). But she has remained in touch with some of her former work colleagues ever since. Andy carried on a bit longer before leaving himself.



Sheila still has a copy of the 1966 brochure that was used to recruit members of the public into the police force at that period of time, and it is the pictures from this that illustrate this article. The pictures for the brochure were posed using real police officers from that period of time – including Sheila, who appears on her Lambretta. Many of the officers pictured rose through the ranks of both uniform and CID, and eventually went on to other things.

LEEDS CITY POLICE was the police force responsible for policing the city of Leeds from its formation in 1836 until 1974. It was then amalgamated under the Local Government Act 1972 with the Bradford City Police and part of the West Yorkshire Constabulary to form the West Yorkshire Police.



Original pic of
Model C Racer

Model C Racer

Scooterists have become quite used to custom scooters and unusual conversions, but once in a while, a striking work of art stands out from the crowd; Bill Guthrie's 'Lil' Beaut' from Australia is a striking example.



THE PROJECT

Starting out as little more than the frame of a 1950 Lambretta 125cc Model C, Bill's attention to detail and his dogged collecting of rare spare parts has resulted in a surprising end product – a Model C Racer replica.

So perfect is Bill's Racer that it could fool experts in the field (albeit a very small field) as it is believed that possibly only three, or maybe four, factory sponsored C Racers survive out of a possible 10 built. Each of the Racers still in existence differs in detail, so authenticating these rare models isn't an inexact science by any yardstick. It should be made clear that Bill's attention focused on building a replica of the C Racer as ridden by the rider, Ernesto Longoni; in doing so, Bill has realised an end product that is breathtaking to behold.

The C Racers were actually Enduro-type machines and were commissioned by Innocenti to be built by a specialist builder – then to be issued to major dealers as company advertising as they appeared in the many competitions held at that

time, all in order to promote the Innocenti company image.

Painted in the Innocenti take on the Italian national racing colours of bright red, Bill's Model C looks like it's travelling at 60mph when resting on its stand. Bill's C features the Racer's signature massive 18 litre motorcycle-style tank, racing plates, a single sprung seat, a quick release spare wheel, and a Dell'Orto SS27C remote float carburettor and – a nice touch – an impressive fire extinguisher in matching red paint.

The only factors outside of Bill's control were the mainly internal characteristics of the engine itself. The big carb and a remade exhaust to match the prototype are reasonably easy to fix, but the modified engine casings are not. The originals were specially made to accommodate the large carbs fitted to these engines and the bronze bushes to support the drive shaft were dispensed with, casings being machined to allow the substitution of needle rollers as being more appropriate for endurance running. These bushes can prove



troublesome on well-used standard engines to this day – they tend to rotate with the shaft when the bush housings become less than an interference fit – enlarging the seating area in the process.*

The original Longoni prototype of Bill's meticulously measured, photographed and crafted creation has pride of place in Vittorio Tessera's Museo Scooter & Lambretta in Rodano, Italy, alongside other works racers of varying vintages.

RENAISSANCE

While taking part in the 2010 Milan Taranto event, Bill's Racer was forced to drop out with clutch problems. An Italian mechanic was originally tasked with fixing the problem, but a move to the Southampton workshop of Howard Chambers, the owner of the only known

unrestored Model C Racer, was necessitated to finish the work and burnish Bill's steed to finally look a near exact image of the original.

These works included the addition of correct type alloy levers, C-type hand-grips, a close replica of the original air filter, a working speedo drive to the original non-working speedo, and in addition, a revised set of handlebars and associated control mechanism to complete the finishing

touches to this modern classic Lambretta Model C Racer. The Racer, now up and running, is awaiting its long passage back to its home country – Australia.

Lambrettista

***Howard Chambers has discovered a way of successfully retrofitting needle rollers and incorporating these into a suitably machined Lambretta D engine.**

Velvetex coating

The scooter scene has been party to many forms of customisation since scooters were introduced to the masses. After all, showing your personality through your scooter was something that most riders wanted (and indeed still want) to do.



Whether that was the addition of badges, pennants on a mast, a new paint scheme or chrome plating, riders always looked for something to be one step ahead of the crowd.

In 1969 Glanfield Baldet in Northampton thrust a new style of scooter coating onto the scene. Known as Velvetex, the coating was textured and was made up of precision length nylon fibres which were sprayed by an electrostatic process onto the scooter. The fibre's coverage was enormous with about 150,000 fibres per square inch. Despite the process of throwing so many fibres at the scooter, they always ended up 'end on' and the Velvetex finish was impervious to rain, oil, petrol, dirt etc (well that was the claim anyway!).

No stripping of the scooter's paint was required, with the Velvetex being applied on top of that. Once on, there was never any more

need to polish your scooter – just brushing it to keep it looking neat. Described as being almost unscratchable, Velvetex was offered in 16 colours and there was even the offer of two-toning your scooter if you wanted.

As they believed in the product that much, Glanfield-Baldet had an introductory offer on a limited number of Vespa SS 180s which were completely resprayed in Velvetex and then offered for sale at £250 – only £8 more than the cost of the standard machine!

DID YOU OWN ONE?

Anyone out there want to own up to once owning a Velvetex covered SS 180? I guess we know that one machine was covered in the coating as it's shown here in the picture, but it would be good to hear from anyone who ever owned one – if you did, get in touch.

Gill Beecham

HOW CAN ANYONE DESCRIBE A UNIQUE FINISH LIKE THIS?

Velvetex will revitalise and personalise your scooter or moped with an unbelievable new finish—GIVE IT A FUR COAT in fact! This is a respray with a difference it looks soft and fur like but has incredible wearing properties.

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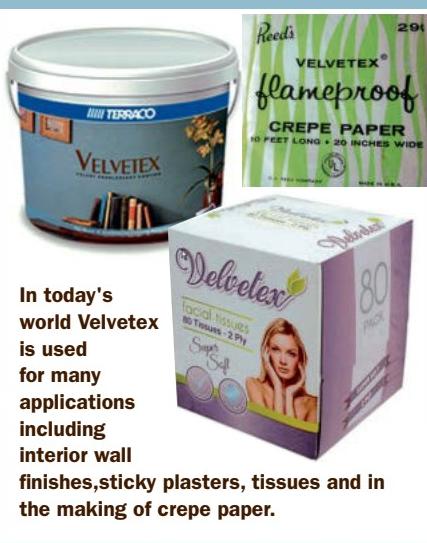
Vespa WAHINI!

We have a limited number of Vespa SS 180 finished in Velvetex AT NO EXTRA COST. These can be seen in our showrooms. They're sensational—see for yourself why we find it so difficult to describe from start to finish.

Write, telephone or call for further details of the Vespa Wahini and Velvetex finish.

**GLANFIELD
BALDET Ltd.**

30-40 CAMPBELL STREET,
NORTHAMPTON tel: 37551/2



Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer...first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.



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Choosing your own solicitor after an accident can make all the difference to the success of any subsequent claim

Regulated by the Solicitors Regulation Authority (SRA number 301 730)

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. *Act now!*

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

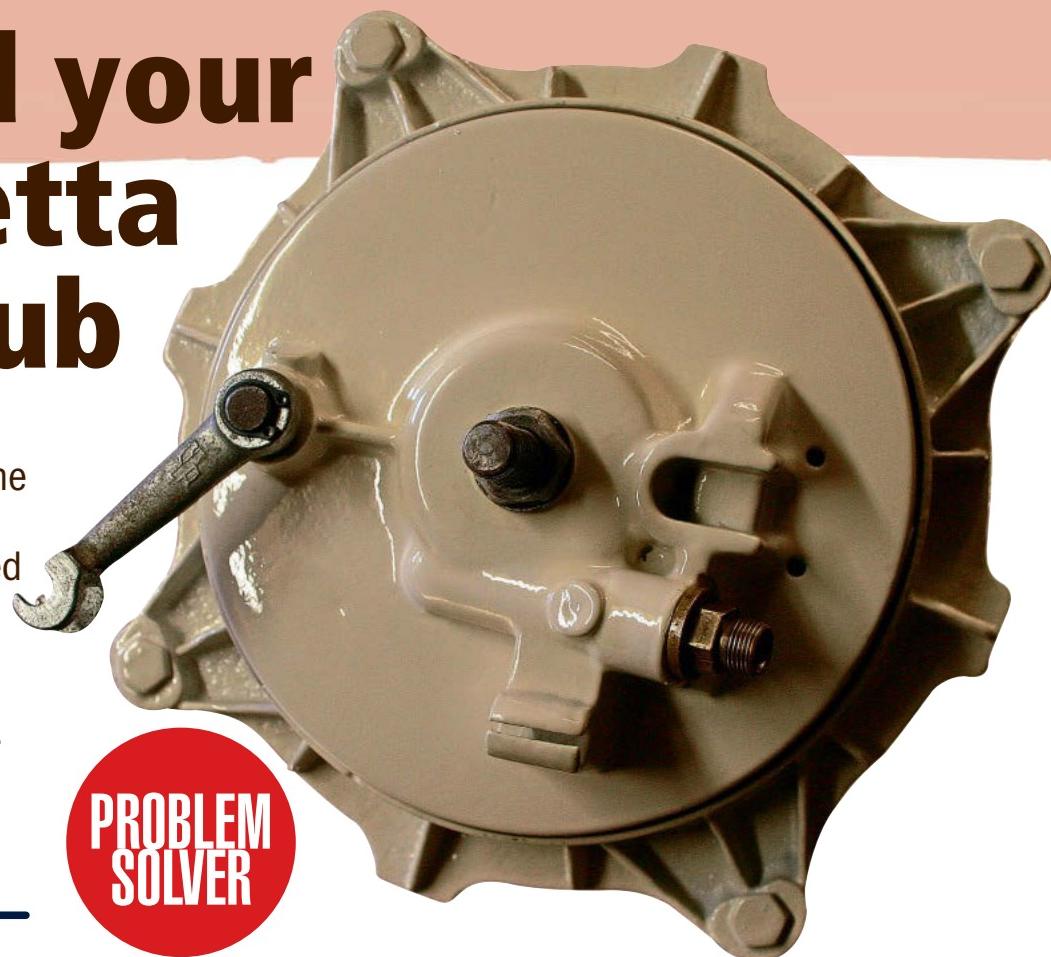
I guarantee to give you straight advice and do all I can to help you avoid falling into the wrong hands.



Rebuild your Lambretta front hub

Rebuilding a front hub is the perfect job for the home restorer/mechanic. No specialist tools are required and all the parts needed are readily available from most good scooter shops or via online shopping (for those that prefer not to leave the house)!

PROBLEM SOLVER



The most important thing to remember when rebuilding the hub is cleanliness. Keeping dirt and more importantly grease away from your new brake shoes is extremely important if you ever want to stop your scooter again. In our case we've recently had our hub sandblasted and painted so it's perfectly clean. If you're simply rebuilding a working hub, then take your time to clean all components plus the hub and backplate. Brake cleaner, available from most motor accessory or tool shops is ideal.

To completely rebuild your front hub you'll need new bearings, seals (including the speedo drive seal) and new brake shoes. One other item that will only need to be replaced if damaged or badly worn is the speedo drive, but again these are still obtainable.

If your hub has grease nipples fitted and you didn't fully grease all parts on assembly, then use a suitable grease gun to lubricate everything – but don't overfill, as any excess grease may find its way past the seals and onto the brake shoes!

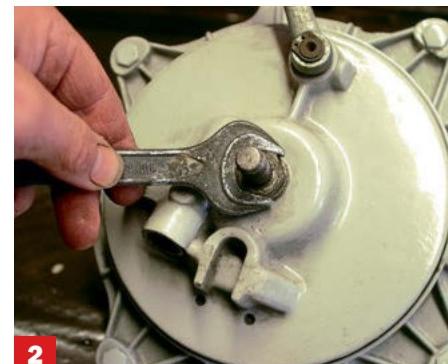
Removing a scooter hub is a fairly simple process; you'll need to disconnect both the speedo and front brake cables, then undo the two wheel nuts. These need to be undone far enough to allow you to release the washers from the recesses in the link arms.

The front hub and wheel can then be removed from your Lambretta. Undo the four nuts which fix the hub to the wheel and you're just about ready to go.

John Betts



Once removed, place the front hub on a clean flat surface, ready to strip it down. Begin by undoing the speedo drive retaining nut with a 14mm spanner and then withdraw the speedo drive.



The two halves of the hub now need to be separated, so using a 19mm spanner or socket undo the nuts on the main spindle. The spindle can then be removed; if this is tight, use a drift to tap it out.



The old bearings now need to be removed; start by removing the small spacer from the inner bearing seal, followed by the seal itself. Use a screwdriver to prise this out of the hub to reveal the inner bearing.



Flip the hub over and remove the top hat washer, followed by the seal, again using a screwdriver which should reveal a circlip. Use circlip pliers to remove this to allow the outer bearing to be removed.

**5**

The bearings can now be knocked out using a suitable drift. Place the hub over an open vice or similar, then push the spacer tube to one side to allow you to knock the bearing out using the drift against the inner race.

**6**

Turn the hub over and remove the spacer tube; this will allow you to knock out the remaining bearing. These should not be reused, so discard them immediately.

**7**

If the speedo drive is worn or damaged, it will need to be replaced. The easiest way is to use a grinder to grind almost through the metal ring; you can then prise it off with a flat-bladed screwdriver.

**8**

New speedo drive kits are readily available; this metal version is designed to last longer. The new item might need warming slightly so it slides on, and ones that aren't tight will need to be 'Loctited' into position.

**9**

New bearings can now be installed, starting with the outer bearing. These are sealed bearings; if open bearings are used they'll need greasing before fitting. Use a drift, in this case a socket that rests on the outer race only to knock the bearing home.

**10**

With the bearing fully seated, fit the circlip which prevents the bearing from moving, followed by a new oil seal. There's some disagreement about which way the seal should be fitted, but the common approach is with the spring side facing towards the bearing.

**11**

Flip the hub over and insert the spacer tube after applying plenty of grease to the area. The second bearing can then be fitted and again knocked into place with a suitable drift. This shouldn't fit too tight against the tube to prevent undue wear.

**12**

Again fit a new outer seal, this time with the spring facing away from the bearings and push it home using a socket as per the bearing. Then there's a small spacer that needs to be fitted into the centre of the seal.

**13**

On the backplate you need to fit a new seal which prevents grease from the speedo drive from entering the hub and contaminating the brake surface and shoes. The seal simply pushes into the recess with the flat side facing out.

**14**

To stop your grubby hands transferring dirt and grease onto the braking surface of the shoes which would affect the braking performance, it's a good idea to cover them with some masking tape.

**15**

I've always found it easier to assemble the shoes off the hub, fitting the cam and spring before fitting to the hub. Also use a small amount of copper grease on all contact surfaces.

**16**

Make sure the pivot pins are clean and free from paint and dirt so the brake shoes rotate easily without sticking; also apply a small amount of copper grease to prevent the shoes seizing to the pins in the future.

**17**

The complete assembly can then be fitted to the backplate. Push the shaft of the brake cam through the hole in the backplate and line the shoes up with the pivot pin. Don't forget to ensure the washer is fitted between the cam and the backplate.

**18**

With the shoes installed on the backplate you can then fit the flatplate, springplate and finally the two circlips which keep the shoes in place. The GP models have a slightly different set-up with a one piece clip instead of two circlips.

**19**

With everything back together the masking tape can be removed from the surface of the brake shoes and the two halves of the drum brake can then be assembled together.

**20**

The centre spindle is then fitted, after ensuring that the spacer tube is correctly lined-up; then fit the washer and nut. The spindle should push through with little resistance; check the condition of the spindle if problems are experienced.

**21**

On the other side you need to fit the top hat washer; on later models, it may just be another spacer and washer, over the outer oil seal. You can then fit the nut and things are just about done.

**22**

All that's left to do is fit the speedo drive after coating it in grease, followed by the brass retaining nut and tighten with a 14mm spanner. The brake arm can also be refitted and secured with a new circlip.

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or telephone 07966 537844



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individuals and scooter
clubs within the county

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173092336067153/](http://www.facebook.com/groups/173092336067153/)

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lcgbadmin@googlemail.com

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www.ilambretta.com

WHERE YOU CAN USE TO JOIN OR BUY DIRECT FROM OUR CLUB SHOP



AYRSHIRE

KILMARNOCK SCOOTER CLUB

Genuinely friendly club with regular runs and rallies attended. No matter what you ride you'll be welcome with us. Info: scottmontgomery717@btinternet.co

AVON

BRISTOL LAMBRETTA CLUB

Meet first Sunday of each month at Nova Scotia pub, Bristol BS1 6XJ from 11-4pm. All welcome. Email admin@ bristolambretta.com or call Denbigh Mudge on 01275 371549 or Peter Billy on 0117 904 9876.

ESSEX

CHELMSFORD SC

Meet on the first and third Thursday of the month at The Bird in Hand pub, New Writtle Street, Chelmsford (near Essex County Cricket Ground) from 8.30pm onwards. Phone 07940 440773 or email ChelmsfordSC@aol.com for further info.

FLINTSHIRE

THE NORTHERN ACES SC

Based in Deeside on the North Wales border, we welcome all classic scooterists. Meet every Wednesday at the Castle Inn (Hendreys), Brook Road, Shotton, Flintshire CH5 1HL. Contact Rich 01244 823112 or Coaty 07872 953780.

GLOUCESTERSHIRE

GLOUCESTER & CHELTEHAM SC

Meet every Wednesday evening at the Aviator pub on Staverton Airport at 7pm for a weekly rideout, commencing at 7.30pm. All scooter riders welcome. Weekend rideouts to national rallies and local events. Info: Andy (07546 485534), Simon (07803 035549), or see Gloucester & Cheltenham SC Facebook page for details.

HAMPSHIRE

grenadiers SC

Always welcomes new members in the Farnborough/Camberley areas. Contact Andy on 01252 679546 (www.grenadiers-sc@virginmedia.com)

IN THE BLOOD SC

Based in Bordon, Hants, the club holds regular meets and events - all are welcome. Contact Biscuit on 07841 037579 for details.

ISLE OF MAN

ISLE OF MAN SC

Meet at The Cat With No Tail pub in Douglas and attend local events and rideouts twice a month. Contact John Kelly on 07624 465345 for info, or visit www.iomscooterclub.com

KENT

WHITFIELD WANDERERS

'Underground, all around'. Based in Whitfield, near Dover. All scooterists welcome whatever you ride. Visit www.thewandererssc.co.uk or email jshall71@sky.com for more info.

LANCS/CUMBRIA

MORECAMBE BAY SC

A newly formed club, with the aim of doing rallies and rideouts as a group. Meet once a week in the Ranch House on Morecambe promenade west for a drink and a chat; it's a very friendly atmosphere, so why not come along and see for yourself. Meetings are Thursday nights at 7 pm. Autos also welcome. Info: steve_hare@outlook.com

LINCOLNSHIRE

GENERATIONS SC

The club welcomes all makes of scooters and their riders. Visit our Facebook group at www.facebook.com/groups/1542685005972015/ for full details of rideouts and events.

LONDON

BAR ITALIA SC, LONDON

Central London's only dedicated classic scooter club meets every Sunday night from 6pm at Bar Italia (last Sunday of the month during winter). Contact Nicky Bubbles 07912 868630 or join Facebook group 'Bar Italia Scooter Club'.

EAST LONDON & DISTRICT SC

For more info contact Nutty Paul via email (sirpaulconway@gmail.com), or phone 07904 349813 / 07561 569444.

FORESTERS SC, EAST LONDON/ESSEX

New members always welcome. Club meetings are held on Wednesday night from 6.30pm onwards at The Horse and Well Pub, 566/568 High Road, Woodford Green, Essex IG8 OP5. Info: Martin 07957 663681 / www.mik016.wix.com/foresterssc

NEW ORIGINALS SC

Classic scooter club in North London. Meet between April-Sept on the first Thursday of the month (weather permitting) from 7pm at The Starting Gate Pub, Station Road, Alexandra Palace, Wood Green N22 7SS. New members always welcome. Contact Brad on 07847 273230 or Martin on 07866 716399. Visit www.myspace.com/neworiginalssc

ROYAL BRITISH LEGION SC

Based in Enfield EN1, London. For more info contact Nutty Paul via email (sirpaulconway@gmail.com), or phone 07904 349813 / 07561 569444.

MERSEYSIDE

MERSEYSIDE LAMBRETTA CLUB

Back in Longmoor Lane, Liverpool, after a 40 year absence. We meet Mondays 19.30-21.00 hrs at P J Oakleys, 132 Longmoor Lane L9 0EJ for light refreshments and cool beers. All welcome. Club t-shirts and scooter flags (as original) available soon. Info: 0151 521 6221 / 07846 728821 / innocentisx2000@btinternet.com

MIDLANDS

EMSA (EAST MIDLANDS SCOOTER ALLIANCE)

Looking after the interests of scooter clubs and individuals in the east midlands. Email eastmidlandscooteralliance@hotmail.com or search Facebook for 'East Midlands Scooter Alliance (EMSA)'

NORWICH

NORWICH SC

Meet on the first Monday of the month from 7pm at The Fat Cat & Canary Pub, 101 Thorpe Road, Norwich NR1 1TR. All solo riders and other clubs are welcome to this friendly get-together; we always look forward to seeing new scooters and meeting their owners. Info: www.norwichsc.webs.com

NORTH WALES BORDERS

NORTHERN ACES SC

Deeside (North Wales border), we welcome all classic geared scooters. Meet Wednesdays at Tata Steel Sports & Social Club, Rowley's Drive, Shotton, Flintshire CH5 1PU. Contact Rich (01244 823112) or Coaty (07872 953780).

NOTTS

WORKSOP MOD APPRECIATION SOCIETY

Meet Wednesday nights at The Sherwood Ranger, High Road, Carlton in Lindrick. Anyone is welcome to join them for a drink and a chat. Info: Al or Dave, 0754 124386, 07935 433454.

OXON

RED KITES SC (THAME)

Meet every Wednesday at The Falcon in Thame – everyone welcome. Contact via www.redkites-sc.co.uk / Sam Gee (07799 637629) / Serena (07920 056358)

SCOTLAND

A92 VESPA CLUB

Based in Tayside. We have an organised rideout starting from Dundee on the last Sunday of every month. Everyone welcome. Club secretary: Paul Hirid, 07850 135618. Website www.a92vespaclub.proboards.com

KILMARNOCK SC

For rides, general scooter chat and get together, regular meetings and support for fellow scooterists, contact Colin Austin at kilmarnocksc@gmail.com / 07967 152725 / Facebook: Kilmarnock Scooter Club

STAFFORDSHIRE

NORTH STAFFS JESTERS SC, LEEK

Meet every Thursday for local rideouts at The Cock, Derby St, Leek from 7.15pm onwards. Info: Steph - 07817 429616 / stefcallear@tiscali.co.uk / www.Jesterssc.co.uk / Facebook

SUSSEX

THE LAST GREAT ACT OF DEFIANCE SC

Mod-related club that has roots in the Mod Revival era and still going strong. Based in Crawley, West Sussex and the surrounding areas. Lambretta and Vespa classic scooters with do's and events organised regularly. All welcome. Find 'Defiance Scooter Club' on Facebook & Twitter or visit our website.

WALES

SWANSEA SCOOTER SOCIETY

We primarily stage Mod, Ska and Northern Soul events in the Swansea and South West Wales region – so that people have a friendly place to go and socialise with like-minded individuals. Meets and rideouts usually take place on Saturdays and/or Sundays (weather permitting). Visit www.swanseascootersociety.co.uk

WARWICKSHIRE

ALL OR NOTHING SC

Meet the first Tuesday of the month at The Craftsman Arms, Beake Avenue, Coventry. Also the third Tuesday of the month at The Griffin, Coventry Road, Bedworth (B4113). Visit www.aonsc.co.uk for further information.

WEST MIDLANDS

PRE-73

Check out www.westmidlandsvintagescooterandmotorcyclemeet.webeden.co.uk for diary dates of pre 73 events.

WORCESTERSHIRE

LUCKY SEVERN SC

Meetings generally take place on the last Sunday of every month at The Lenchford Hotel, Shrawley, Worcestershire. The club boasts both male and female members aged from 22 to 60 years who ride a

mixture of classic and modern scooters. Weekly club rideouts are arranged and new members are always. Visit severnscooterclub.ning.com or call Steve on 07787 126623 for information.

NATIONAL CLUBS

LUNA OWNERS CLUB

Do you own a Lui, Vega or Cometa? If you do email Pete Davies at peted66@aol.com and send your machine details.

NEW UNTOUCHABLES

Twenty-first century modernism and Sixties Mod culture. Visit www.newuntouchables.com for more information.

VESPA CLUB OF BRITAIN

We invite all Vespa, Piaggio and Gilera owners to join us; also to become a member of the World Vespa Club through the Vespa Club of Britain. Info: www.vespaclubofbritain.co.uk (World Vespa Club website: www.vespaworldclub.com).

VETERAN VESPA CLUB

For classic Vespa enthusiasts. Website: www.veteranvespaclub.com Email: membership@veteranvespaclub.com

NATIONAL ORGANISATIONS

BSSO

The British Scooter Sports Association runs events throughout the UK for all scooters – automatic or classic, solo or sidecar. There are events for both off-road Scootacross events and high speed racing events at many of the UK's best known race circuits. www.scooterracing.org.uk

HEINKEL CLUB

Heinkel Club – Tourist scooter help, advice wanted or given. Rallies, parts, magazines, etc. wanted. Website: www.heinkel-trojanclub.co.uk (01482 806405).

LML OWNERS CLUB, GB

Can be found at www.lmlocgb.co.uk Membership is a simple matter of registering at the Forums via the link on the front page.

THE VFM

An organisation of active scooterists dedicated to keeping scootering alive in the world. Email vfmstoc2@aol.com or visit their website at www.vfmstoc.co.uk

OVERSEAS CLUBS **AUSTRALIA**

COASTAL SCOOTER CLUB (CCSRWA)

Based in Rockingham, Western Australia (south of Perth). A club for all scooters – old and modern, from 50cc upwards. Formed to cater for all scooterists south of the Swan River suburbs. Meet once a month and sometimes Sunday mornings at the Boat Ramp Café Safety Bay WA. All scooterists welcome. Club open to young and old male/female scooterists. Info: sistraker@hotmail.com or mobile: 0449770845.

LAMBRETTA CLUB OF AUSTRALIA

Australia's official and internationally recognised Lambretta Club, with members from every State and Territory. Benefits include club vendor scheme, quarterly newsletter, internet forum and Lambretta advice. Visit www.lambrettoclubaustralia.com or contact club secretary Steve Bardsley on 0409 848 428 or via email at: okeh1@bigpond.com

MALLORCA

XAPILES SCOOTER CLUB

(Formerly Ruters SC). Based in Mallorca, the club has many different scooters from all over Spain and beyond. Offering mechanical or technical advice (or just to come along for the rideouts). Call Paul on 00 34699 852703 (English speaking).

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Or at 11 Ivanhoe Ave, Lowton-St-Lukes, Warrington WA3 2HX
Or visit the club website at www.vmsc.co.uk



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Many of the members have been in the club since the mid-late 80s with some even coming from as far back as the 1970s. Meetings are usually the first Thursday of the month (evening) at the Smugglers Inn, Morecambe.

Website: www.trojan-sc.co.uk/index.html or contact them via Twitter (@ trojan_sc); they also have a Facebook page (trojan scooter club morecambe)

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LAMBRETTA LI 150

1962, orig Italian LI150, white completely rebuilt, year's MoT, history and pics of rebuild, £2600. Tel. 07802 331671.



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LAMBRETTA LI125

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LAMBRETTA S3 LI 150

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LAMBRETTA SX200

Only 120 miles since complete rebuild, orig 1966 plates, a smooth, useable classic, MoT, £7500. Tel. 01276 858052. Surrey.



SUZUKI BURGMAN

1999, 20,000 miles, MOT Sept, £500. Tel. 07494 130629. West Mids.



VESPA

1956, orig pieces, orig reg papers, in Liguria, price doesn't include transport cost, £6000. Tel. +44 7748 862274. Genova.



VESPA

1961 Sportique, orig paint and engine Sportique with a 10 wheel conv, classed as a 125, £2500. Tel. 07534 814024. London.



VESPA

1956, immac, restored, orig reg papers, Vespa is actually in Liguria, £6000 plus delivery costs. Tel. 07748 862274.



VESPA DOUGLAS

1961, bought 1983 kept under cover since, bodywork looks gc for age, engine not working, £1995. Tel. 07581 257633. Exeter.



VESPA DOUGLAS

Sprint, 1965, 125cc, good runner, good cond, matching nos for year, on Sorn, £1800 ovno. Tel. 07890 042307. Cornwall.



VESPA GT60

Ltd Edit, only 999 made, 1947 prototype grey, exc cond, 20,000 km, back box, £2950 Tel. 07939 008531. London.



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VESPA PX 200 SERIES

Speciale, rebuilt, bare metal repaint with air brush Jimmy panels, new parts, MoTs, £3200. Tel. 07841 073408. Sheffield.



VESPA PX150

Ltd Edit, only 50 in the UK and only 5 miles on the clock, never ridden, reg 2015, £3500. Tel. 07762 180838. Co Durham.



VESPA T5

Millennium 125, No 187 of 400, reliable, all orig parts incl to put back to std, £3450. Tel. 07857 643362. Wearside.



VESPA VBB 150

1963, Classic scooter, good cond, runs well, tax exempt, MoT, £1900. Tel. 07760 884451. Gainsborough, Lincs.



VESPA VBN1T

1959, brought to UK 2002, orig wheels, has personal non-trans reg no, MoT, £3000. Tel. 07575 758299. London.



YAMAHA TRICITY

Excellent commuter, 64 plate, vgc, only used a few months, 1,925 miles, serviced, £2500 ono. Tel. 07539 331098.

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ITALIAN SX200 1966. I've owned this for 7 years and all paperwork in my name, genuine, nice, road-going in usable cond and pretty much standard spec with all the right bits still attached, just had full service inc two new tyres and MoT, ready to ride, £5500. Tel. 07417 822700. W Glam.

LAMBRETTA GP TSI 225 1971, red, great condition, clean engine, 8 previous owners, engine has been retuned from 150 to a 225, MoT Jan 2016, £4500. Tel. 07771 501486. Bridgewater.

LAMBRETTA GP200/225 DL 1969 Italian, correct numbers, genuine interest only please. Email/text for details; will consider p/x with cash my way for another scooter, anything considered, why? £6800. Tel. 07881 339082. W Sussex.

LAMBRETTA LI 125 Special 53,893 miles, 1965, 2,221 miles since full restoration, 1998, purchased from Armandos Scooters in Sheffield, badged as 125 (engine is 175), full elec kit, spare wheel, and sprint rack, nut and bolt restoration (1998), restored to original colour, used occasionally during Summer and always kept in a dry garage, engine and body like new, mint, starts first time, never had any mechanical problems, selling due to house move and no storage, tax exempt but requires MoT, £3200. Tel. 07920 796562. Liversedge.

LAMBRETTA LI 150 S2 Series 2 1961, recently imported and UK registered, MoT'd, unmolested and untouched, original 6v points/electrics, no rust or rot and completely straight, ideal to ride, a real easy resto, £2200. Tel. 07920 148699. W Mids.

LAMBRETTA LI 150 S2 1966, superb condition, lovingly restored to a very high standard, fully rebuilt, engine overhauled and metallic painted, fully chromed, original body panels, new tyres, spare tyre, elec ign, £3500. Tel. 07404 652427. Milton Keynes.

LAMBRETTA LI SERIES 2 Reg 125, 200 engine, first reg in UK 1960, good condition, £3250 ono. Tel. 07919 434745. Norfolk. steve1104@hotmail.co.uk

LAMBRETTA LI SERIES 3 150cc, MoT and tax exempt, 1963, restored 6 years ago, ready to ride, £2950. Tel. 07817 150243. B'ham.

LAMBRETTA SX 150 restored 5 years ago to Apple green specification, MoT, tax exempt and ready to ride, £4500. Tel. 07817 150243. Birmingham.

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LAMBRETTA TV175 all white, 1964, MoT, all new panels, red seat, Conti White-walls, owned since 03/12, bought from a friend, who bought from a friend, so I know the history, not perfect, used, but tidy and priced to sell, mildly tuned to 185, £3600. Tel. 07843 561893. Dundee.

RALEIGH ROMA 1962, unfinished project, needs restarting - everything there, but not bolted together! all documents, original manual, some spares, I'm second owner from new and know the original buyer, real character and very rare! Lovely scooter, needs someone to restart her life! Tel. 07920 022540. Brighton. timkingston@hotmail.com for pics.

SPANISH LAMBRETTA from 1989, 12v, engine block ready for e/start, just fully restored and professional paintwork, before being restored the engine had 3,000km, starts first time, everything on scooter is new, more than 2000 GBP spent in spares, I will include invoices, £2300. Tel. +34 660065656.

TV175 SERIES 2 80s Cutdown style, clear and untampered with frame and engine nos, 1961 but reg on a Q plate with V5, have dating cert from LCGB asking DVLA to allocate an age related plate when applied for, Beedspeed Suzuki 185 top end fitted, 12v elec, PM pipe, 34mm Amal carb. In the past someone has fitted an SX headset, horn/cast and front mudguard, but it still retains its original forks and front hub assembly, a little rough around the edges, but it's a genuine TV2, £1850 ono or p/x for cheaper scooter plus cash. Pics on request. Tel. 07794 684015, Kilmarnock.

VESPA 50 SPECIAL Street-racer, rear end slightly cut down, zip fork conversion done with Duecento conversion kit and extra frame strengthening, new bearings, Worb 5 drop bars (specially made), cut and re-welded, Smallframe front mudguard, SIP speedo, with temp gauge, av speed, etc, Polini 130 reed valve, racing crank, centre spark plug head, 24mm Dellorto, Simonini pipe, Buzetti side stand, quick action throttle, SIP floorboards, SIP tubeless rear rim, new Schwalbe 90/90 x 10 Racemans, dynoed at 11hp, Viton oil seals, new bearings, new gear selector, MoT Oct 15, money needed for next project so £1500 open to offers; swap for PX/T5. Tel. 07855 088225.

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VESPA DOUGLAS 125 fitted with P200 engine, registered as 125, Malossi sports exhaust, Ancillotti sports seat, recent respray (claret in colour), year's MoT, reliable, used daily, only selling as want an auto Vespa, first to see will buy, pics on request, £1800. Tel. 07917 557021. Essex.

VESPA GS 150 1959, rebuilt, resprayed original silver, original engine, new tyres, photos of rebuild, runs great, lots of spares, reluctant sale, £6500. Tel. 07805 356947. Essex.

VESPA GT200 ENGINE complete engine removed from a Category C 2004 auto Vespa, has covered 30,000km (20,000 miles) and comes c/w carb, air box and filter - plus documentation to prove mileage, will need a new centre stand and oil filter, £300. Tel. 07547 684091. Desborough.

VESPA GTS PM68 exhaust will fit 125 to 300cc models, with fuel injection, hardly used and in great condition, looking for £250 ono; collect from near Gatwick. Tel. 07766 535363.

VESPA PK 125 X reg, 1983, total rebuild in 2014. Met green with custom wrap (The Joker) - can be removed. 11 months MoT, starts and runs like new, £1800. Tel. 07887 413748.

VESPA PX 125 03 reg, exc condition for year, new tyres, just serviced, used purely locally for work only in nice weather, MoT till August. Selling due to new scooter. Service history. Any viewing welcome. £1550. Tel. 07836 500048. Reading.

SOMETHING TO SELL? Why not email it to us at frereads@scooteristscene.com with your advert and it will appear in the next available edition.

VESPA PX 180 (125) D reg (87 approx), MoT, only 300 miles in past 3 years, garaged, solid frame, new bearings, seals, cruciform, uprated clutch, new rings, Sebac rear shocker, rear carrier, front rack, T5 disc, spare wheel, some chrome and stainless, black with some flake panels (some scratches), best frame for age I've come across in years (35 years scooterist), too many bikes so it must go, £800. Tel. 07769 040057. Cleethorpes.

VESPA SMALL FRAME 50S

with DR 90 kit, 1978, engine rebuild by Scooter Crazy in Stockport, engine has an original DR 90 kit, but is reg as a 50 (47mm bore), wheels are original, powder coated grey with new tyres and inner tubes installed, brand new flywheel, stator and 12v ign kit with regulator, also has new seat, speedometer, 12v horn, dampers, and springs, needs are a wiring loom and a backlight - connecting up the ignition, this would then be up and running, will need UK registering. Cash on collection, can pick up at any time, a near project to complete, £995. Tel. 07511 258872. Stockport.

VESPA SPRINT 150 1967, MotoVespa Sprint 150, styled exactly like the SS180, in running order to restore or ride as is, Spanish registration doc (not reg in UK), no swaps or crazy offers please, can deliver along the M4 corridor if arranged in advance, £1275. Tel. 07769 891770. Swansea.

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LAMBRETTA PARTS. Pair Li/TV side panels (clip-on type), £75; Li horn casting, £20; Li front hub, £50; Li front mudguard, £20; Spanish 150 gearbox, £50; 2x 200 barrel/piston and heads, £30 each; 12v elec flywheel and stator to fit 150, £75; 150 crankshaft, £30; and Li/TV kick-start, £10. Tel. 0785 0529018 for more details. Kent.

SPEEDO: Original Smiths chromometric 120 mph side trip speedometer, fully reconditioned and calibrated 10" wheels, c/w grey cable. £360. Tel. 07866 720333. Mids DE23.

VESPA SEATS: 2x M1 T5 seats and 1x rally 200 seat. The T5 ones are in good nick (springs are good) but one needs recovering. The rally one is in good nick. Have some other things: mph speedo for a 50cc and an old P2 one (been told it's from an American scooter); also have a standard exhaust for a 1999 180 Runner and a small sidepanel for a 50. Looking for offers, won't post. Tel. 07814 624969. Basingstoke.

Wanted

CONTACTS WANTED. I live in Malta and I'm a Lambretta mechanic who would like to hear from anybody with a Lambretta - even clubs too. My phone numbers are 356 21689035 (home) or 356 99893708 (mobile). Alternatively, you can write to me: Tony Spiteri, 12 Alpen Rose, Dun Gest Muscat St, Zurrieq, Malta.

LOOKING FOR an Italian GP200 22/2 Electronic or Grand Prix, restored or original. Good price paid for the right scooter. Strictly no rubbish. Tel. 07962 344296.

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WANTED PX FRAME 2008-plus, I'm after a Vespa PX frame, rot and dent free, any colour, but pref black!. Do not need a reg/VIN as it's only a replacement, no silly prices as I'm low income and just want to stay on the road!. Tel. 07891 323376.

EXHAUST WANTED Does anyone have a Simonini Exhaust? Needs one for a Vespa PX200. Tel. 07958 744362.

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BEN SHERMAN 3-button suit, Slim fit Prince of Wales check suit, very good condition, jacket size 40L and trousers 34R (but professionally lowered to 33" inside leg), look sharp for £10, £40 inc p&p. Tel. 07779 427373. Shropshire.

CORAZZO 5.0 men's textile bike/scooter jacket, size large, in black with red/white stripe on arm and down the front, cost over £225 from Twisted Rods and only worn a handful of times, so in excellent condition, £75 posted to you. Tel. 07954 160140. Perth.

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MEMORY CORNER

As well as being a staunch Lambretta enthusiast, reader Gavin Frankland has – some would say – an unhealthy interest in anything to do with the history of scooters. Via our pages, he has opened up his collection for all to see and enjoy. To whet your appetite, here is a small selection of his

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